REGISTERED No. 17=1876

The Bombay Gazette.

No. 7,969.—New Series. BOMBAY:—THURSDAY, AUGUST 20, 1874.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
Half-yearly	29	Half-yearly	35
Quarterly	16	Quarterly	26
Monthly	6	Monthly	9

These Up-country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5
Second do.	„ 2 8
Third do.	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

Less, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

Advertisements which are to be inserted for a considerable time special contracts may be made.

All Advertisements are charged according to the space occupied Nonpareil, or the smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupee 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "ASSYRIA," 1,494 Tons, 200 H.P., Commander C. C. D. Hutchinson, will be despatched on THURSDAY, the 20th August 1874, at 4 P.M.

August 1874.		September 1874.	
Leaves BOMBAY	20	Leaves Madras	4
„ Carwar	22	„ Coconada	6
„ Narrakal	26	„ Vizagapatam	7
„ Alleppy	28	„ Bimlipatam	7
„ Tuticorin	28	„ Gopaulpore	8
„ Colombo	29	„ False Point	9
„ Galle	30	Arrives at CALCUTTA	11
„ Negapatam	Sept. 2		

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1874, to the end of August excepting at Carwar, it is uncertain whether communication can be maintained with the ports on the Malabar Coast. The Steamers will however call at these ports weather permitting. Passengers can almost always be landed at Narrakal, six miles north of Cochin, and at Alleppey.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GHADDANI, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s. s. INDIA, 1,060 Tons, 142 H.P., Commander J. Ayers, will be despatched on WEDNESDAY, the 19th August, 1874, at 2 P.M.

August 1874.		September 1874.	
Leave BOMBAY	19	Leave BUSREH	7
„ Kurrachee	23	„ Mahomerah	7
„ Gwadur	24	„ Fao	7
„ Muscat	26	„ Bushire	9
„ Bunder Abbas	28	„ Linga	10
„ Linga	29	„ Bunder Abbas	12
„ Bushire	Sept. 1	„ Muscat	17
„ Koweit	3	„ Gwadur	18
„ Fao	3	„ Kurrachee	22
„ Mahomerah	3	Arrive BOMBAY	23
Arrive BUSREH	4		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, despatch Steamers from with the weekly service from England, will during the Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, at 2 o'clock, and an extra steamer on every Saturday at the same hour.

The s.s. INDIA, 1,060 Tons, 142 H.P., Commander J. Ayers, will be despatched on WEDNESDAY, the 19th August 1874, at 2 P.M.

The Steam-ship "KURRACHEE," 510 Tons, 120 H.P., Commander T. Naile, will be despatched on SATURDAY, the 22nd August 1874, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. BUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 1st on the 20th, of each month.

PASSENGERS, RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Without Wine.
Suez	32	22	6	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 2 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"INDIA," to sail on TUESDAY, 1st September 1874.

"PERSIA," to sail on THURSDAY, 1st October 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c, apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
Bombay, 1st January 1874. No. 9 Hummum Street.

GOLDSMITHS' ALLIANCE, LIMITED,
(Late A. B. Savory & Sons),
MANUFACTURING SILVERSMITHS,
11 & 12, CORNHILL, LONDON, ENGLAND.

EXPORT PRICE LIST.

Silver Spoons and Forks, Fiddle Pattern,....5s. 10d. per oz.
Ditto. ditto Queen's do.....6s. 0d. „

QUEEN'S PATTERN.

		£	d.
12 Table Spoons	40 ozs. at 6 0	12	0
12 Dessert ditto	25 „ at 6 0	7	10
12 Table Forks	40 „ at 6 0	12	0
12 Dessert ditto	25 „ at 6 0	7	10
2 Gravy Spoons	12 „ at 6 0	3	12
1 Soup Ladle	11 „ at 6 0	3	6
4 Sauce ditto	12 „ at 6 0	3	18
4 Salt Spoons	„	2	2
12 Tea ditto	14 „ at 6 0	4	11
1 Pair Sugar Tongs	„	1	5
		£87	14

A Pamphlet illustrated with 300 Engravings, and containing the prices of Silver Plate, Plated Ware, Watches, Clocks, and Jewellery, will be forwarded gratis and post free on application.

Freight, Insurance, and Shipping Expenses are charged.

Orders addressed to the Goldsmiths' Alliance, Limited, 11 and 12, Cornhill, London, and accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. Ewart, Latham, & Co., Bombay;
Messrs. Parry & Co., Madras;
Messrs. Colvin, Cowie, & Co., Calcutta;
Messrs. Gillanders, Arbuthnot, & Co., Calcutta.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as the means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements.

Placards, according to the Rules of Advertisers, may be printed at the "Bombay Gazette" Press.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 21st August, 1874, at 5 P.M., from Masagon.

THE P. & O Co.'s s. s. HYDASPES, (2,981 Tons, and 450 H.P., Captain D. Reynoldson, will leave for Suez, as above, carrying H. M.'s Mails, also Passengers and Cargo for that port, Brindisi, Ancona and Venice, but not for Malta, Gibraltar or Southampton.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Venice and Marseilles.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Masagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labeled previous to shipment.

A small Steamer will leave the New Dock Head at Masagon at 3 P.M., precisely, on the day of sailing.

F. D. PARKER,
Acting Superintendent.

Bombay, 14th August 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 24th August 1874, at 3 P.M., from Masagon.

THE P. and O. Co.'s S. S. TRAVANCORE, (1,900 Tons and 400 H.P.,) Captain Chas. Anderson, R.N.R. will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 21st August.

F. D. PARKER, Acting Superintendent.

Bombay, 10th August 1874.

P. AND O. S. N. COMPANY.

SOUTHAMPTON LINE.

BY the s.s. HYDASPES, sailing on the 21st instant, and every alternate Week's Steamer thereafter, PASSENGERS will be BOOKED for BRINDISI, ANCONA and VENICE, but NOT for MALTA, GIBRALTAR, or SOUTHAMPTON.

F. D. PARKER,
Acting Superintendent.

Bombay, 10th August 1874.

SALES BY AUCTION.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

WEEKLY SALE.

On SATURDAY, the 22nd instant, Messrs. BENNETT and Co. will sell by Public Auction, at their Rooms, a large quantity of Grey and Coloured Price Goods, &c.

Per s.s. Ithuriel, W M—I—10 Bales of slightly damaged Grey Shirtings, 11-8, 8½ lbs.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, rich Crockery and Glassware, &c., at No. 33, Marine Lines, Esplanade.

On TUESDAY, the 25th instant, at 1 p.m., Messrs. BENNETT and Co. are instructed to submit to public auction, at his residence at the above-mentioned place, the valuable and handsome household furniture, plated, glass and porcelainware, &c., the property of W. Cooper, Esq.

Full particulars will be given hereafter. Catalogues will be published, and the property on view two days before the day of sale.

AUCTION SALE OF VALUABLE DIAMONDS.

On WEDNESDAY, the 26th instant, at 3 p.m., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at their Rooms, a few parcels of very valuable brilliants:—

One parcel containing	2 large brilliants weighing		2½ carats.	
One	ditto	12	ditto	3¾ ditto
One	ditto	10	ditto	6½ ditto
One	ditto	24	ditto	5½ ditto
One	ditto	2	ditto	2½ ditto

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass, and Porcelain Ware, a First-class Grand Square Piano by Broadwood and Sons, a Full-toned Harmonium, a Light Buggy, Horse, &c., at No. 11, Elphistone Circle.

On SATURDAY, the 22th instant, at 1 p.m., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at his Residence, at the abovementioned place, the valuable and handsome household furniture, plated, glass, and porcelain ware, piano, harmonium, buggy, horse, &c., the property of Captain Clerk, changing his residence.

Full particulars will be given hereafter. Catalogues will be published, and the property will be on view 4 days before the day of sale.

AUCTION SALE of Valuable and richly open carved Blackwood Household Furniture, Ellington's Plateware, rich Cookery and Glassware, a Handsome English built open Carriage, a pair of Handsome Fast Trotting Bay Arab Carriage Horses, &c. at No. 5, Marine Lines, Esplanade.

On MONDAY, the 7th proximo, at 1 p.m., Messrs. BENNETT & Co are instructed to sell by Public Auction, at the above mentioned place, the Valuable and Handsome Household Furniture, Carriage, Horses, &c., the property of the late Colonel W. Scott.

Full particulars will be given hereafter.

BENNETT & Co.

Bombay, 20th August 1874.

MEHRJEE, JOHNSTON & CO.

AUCTION SALE OF Valuable and richly open carved Blackwood Household Furniture, Plateware, rich Cookery and Glassware, &c., at Gowalia Tank Road, opposite to Nusserwanjee Manockjee Petit, Esq.'s Bungalow.

Date will be fixed hereafter, Messrs. MEHRJEE, JOHNSTON and Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of John Dixon, Esq., proceeding to England.

Full particulars will be given hereafter.

MEHRJEE, JOHNSTON & Co.

Bombay, 20th August 1874.

CRAWFORD AND COMPANY,
7, MARINE STREET, BOMBAY.

SALE OF SUPERIOR MOULMEIN TEAK SQUARES AND SCANTLINGS.

On SATURDAY, the 29th ins ant, at 3 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction, at the Tank Bunder — 300 Tons superior Moulmein Teak Squares.

Also, at the premises of the Bombay Saw Mills Company, Limited, at Tank Bunder: A quantity of Mill-Saws Timber in well assorted lots, suitable for many varieties of work, and in lots to meet the requirements of small as well as large purchasers.

CRAWFORD & Co.

Bombay, 20th August 1874.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operation of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctor's bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well-fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

MANUFACTURE OF COCOA.—"We will now give an account of the process adopted by Messrs. Epps and Co., Manufacturers of dietetic articles, at their works in the Eustonroad, London."—See article in *Cassell's Household Guide.*

Made simply with boiling water or milk.

d only in ½-lb. and 1-lb. tins, labelled thus:—

JAMES EPPS & Co.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle Street, and 170, Piccadilly.
Works—Euston Road and Camden Town.

Makers of Epps's Milky Cocoa (Cocoa and Condensed Milk.)

ROWLANDS' MACASSAR OIL

prevents the hair falling off or turning grey, strengthens weak hair, causes it to grow on bald places, and makes it beautifully soft, pliable, and glossy. Price 3s. 6d., 7s. 10s. 6d., equal to four small, and 21s. per bottle. IMPORTANT CAUTION.—Ask for Rowlands' Macassar Oil, and avoid all other cheap articles under the same or similar names as spurious imitations. Each bottle has a glass stopper instead of the cork as formerly. All with the cork are spurious imitations. ROWLANDS' KALYDOR removes cutaneous disfigurements, freckles, and tan, and imparts a healthy and blooming appearance to the skin. During the heat and dust of summer especially, and in cases of sunburns and stings of insects, it is of the utmost use. Price 4s. 6d. and 8s. 6d. per bottle. Ask for "Rowlands' Kalydor." ROWLANDS' ODONTO, or Pearl Dentifrice, preserves and imparts a pearl-like whiteness to the teeth, eradicates tartar and spots of incipient decay, strengthens the gums, and gives a pleasing fragrance to the breath. Price 2s. 9d. per box. Ask for "Rowlands' Odonto." ROWLANDS' ESSENCE OF TYRE never fails to produce immediately a perfect change in red or grey hair, whiskers, eyebrows, &c., to a beautiful glossy and permanent brown or black, which colour remains so durable that neither washing nor perspiration can remove it. Price 4s., 7s. 6d., and 10s. 6d. per bottle. All these articles have been used and justly appreciated by all the Sovereigns and Courts of Europe, the Pope of Rome, and the aristocracy of the world, during the last 70 years, being of inestimable value to those who have once used them. They are sold by all Chemists, perfumers, and bazaars throughout India, Australia, the Colonies, and South America, Bombay.—Wholesale and Retail Agents, TREACHER & Co., Limited, Byculla and Fort, also at Poona.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE and BLACKWELL,

London, and was sentenced by Mr. Justice Phear to

TWO YEARS' RIGOROUS IMPRISONMENT,

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, Shaik Bachoo was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling *spurious Oilmen's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had FROM EVERY RESPECTABLE DEALER IN INDIA.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with

"EWBANK'S NAILS,"

the quality of which is as well appreciated as being far superior to that of any other make.

Dee Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

NEW ADVERTISEMENTS.

THEATRE ROYAL,
GRANT ROAD.

DAVE CARSON'S MINSTRELS.

POSITIVELY FOR ONE WEEK ONLY.

CHANGE OF PROGRAMME EVERY EVENING.

ON MONDAY, 24TH AUGUST 1874,

THE MOST ASTOUNDING MECHANICAL

DECEPTION OF THE AGE,

THE WONDERFUL CABINET, BOX, AND HAND-CUFF TRICKS,

Now creating so profound a sensation in London, will be produced precisely as performed

BY MESSRS. MASKELYNE AND COOKE, AND DR. LYNN,

AT THE

EGYPTIAN HALL, PICCADILLY,

who are acknowledged to be the most celebrated

SPIRITUALISTIC THAUMATURGISTS OF THE AGE.

These wonderful delusions have been mystifying London for the past 12 months, and are still unaccounted for.

"NOTHING SINCE THE TIME OF THE PHARAOHS

Ever created such profound astonishment" (says the *London Times*.)

The effects produced are seemingly allied to the supernatural. A box is placed upon the stage, and any one is at liberty to closely inspect the same. One of the performers is then put inside the box, which is next carefully locked by any gentleman present, the latter retaining possession of the key. The public are further at liberty to cord the box, using any kind of knot they choose. And lastly, these knots may be sealed. The cabinet is now brought to the front, and the box, with the performer inside, is placed into the receptacle for the same in the cabinet. In a few minutes the public are permitted to open the cabinet, take out the box, break the seals, untie the knots, and unlock the lock, when, much to their astonishment and consternation, they will find the gentleman who had been so carefully locked up, *non est.*

The hand-cuff trick is equally clever and astonishing. A member of the Police Force will be requested to bring a pair of his regulation hand-cuffs and apply the same in the usual manner to Mr. CARSON'S wrists; the latter will free himself from his fetters in less than half a minute.

Mr. CARSON, during his recent trip to London, visited Messrs MASKELYNE and COOKE and Dr. LYNN'S Entertainments, and was so much impressed with the *cachet* of the strange manifestations generally attributed to spiritualism he then saw, that he determined to purchase the right of exhibition of the same marvellous feats in India. In addition to the usual programme of

DAVE CARSON'S MINSTRELS

these illustrations of so called spiritualism will be exhibited for the first time. Intending visitors will do well to book seats in advance to secure prominent places, and thus have a good view of the startling effects produced, far more marvellous than any of those that have lately been said to have been produced in Europe and America, and been described

"PSYCHIC FORCE."

PROGRAMME.

PART FIRST.

MRS. CARSON WILL PRESIDE AT THE PIANOFORTE.

Instrumental Overture (Operatic) .....Dave Carson's Minstrels.
Opening Chorus (Masanello) .....Company.
Blue-eyed Nelly .....Mr. G. H. Henri.
The Weeping Woeful Nigger .....Harry Leslie.
Dreaming, Still Dreaming .....Mr. W. Hogarth.
Molly Darling .....Mr. J. O. Pierce.
The Language of Love .....Dave Carson.
Don't Forget to Write .....Mr. G. Norville.

FINALE TO PART FIRST.

THE HAUNTED HOUSE.

INTERVAL OF TEN MINUTES.

PART SECOND.

Vocal Quartette ...Messrs. Norville, Pierce, Henri, and Hogarth.

Mr. & Mrs. J. O. PIERCE in their Original Entertainment.

THE RHINOSERIOUS'S

MESSRS. LESLIE & HENRI.

THE SCHOOLMASTER ABROAD,

DAVE CARSON.

Musical Fireworks .....Mr. J. C. Talbot.
Song—The Yeoman's Wedding .....Mr. W. Hogarth.

Part Second will conclude with an Original Sketch, entitled,

CHINKAPALOOLO,

OR

THE LAST OF THE MOHICANS.

INTERVAL OF FIVE MINUTES.

THE EVENING'S ENTERTAINMENT WILL CONCLUDE WITH A COMIC SKETCH, ENTITLED,

THE TROUBLESOME SERVANT.

Captain Frizzle .....Harry Leslie.
Bailiffs .....Messrs. Pierce and Norville.
Ephraim—the troublesome servant...Dave Carson.

INTRODUCING

THE WONDERFUL BOX, CABINET, AND HAND-CUFF ILLUSION.

PRICES OF ADMISSION.

Dress Circle.....Rs. 4 | Upper Circle .....Rs. 2
Stalls.....„ 3 | Pit .....„ 1

Reserved Seats may be secured at Messrs. SOUNDY & Co., where a Plan of the Dress Circle can be seen.

Children under twelve years of age, half price to Dress Circle only.

Doors open at 8 o'clock—Trouble begins at 9.

Stage Manager.....Mr. HARRY LESLIE.
Musical Director.....Mr. J. O. PIERCE.

DAVE CARSON'S United Minstrel and Burlesque Album, containing the Bengalee Baboo and 24 other popular Songs and Choruses, with Pianoforte Accompaniments, can be obtained at Messrs. SOUNDY & Co.'s and at the doors. Price Re. 1,—Original Price Rs. 2.

BOMBAY FOOTBALL CLUB.—There will be a GAME THIS EVENING.

W. M. TENNENT,
Honorary Secretary.

20th August 1874.

WANTED a BERTH as MATE on board a Sailing Vessel (or Steamer, as Petty Officer). Advertiser was for several years Second Officer in a Rice Trader. Address NAVIGATOR, care of the Editor.

FRERE LAND AND PIER COMPANY (Limited).—NOTICE.—The OFFICE of the above Company has been THIS DAY REMOVED to No. 23, Saamajee Firjeee Street, standvie Bunder.

Bombay, 19th August 1874.

NOTICE.—If the EFFECTS left by Mr. A. GREENWOOD (late Cathedral Organist) in Hummum Street, are NOT REMOVED in TEN DAYS from THIS DATE, they will be SOLD to pay his debts.

Bombay, 20th August 1874.

NOTICE—CONSIGNEES of CARGO per Ship CARMARTHENSHIRE, from London, are requested to SEND OFF BOATS and to TAKE DELIVERY at ONCE of their respective GOODS.

If Consignees' Boats are not alongside the ship within 48 hours the Goods will be landed by the Captain at their risk and expense.

No Claim of any kind will be entertained after the departure of the ship unless it be previously passed by the Captain.

EWART, LATHAM, & Co.,
Agents, Carmarthenshire.

Bombay, 19th August 1874.

NOTICE is hereby given, that OOJUMBAI, Widow of the late SHA FUTTECHAND KHOOSHALCHAND JAVARI, of Bombay, residing at No. 8, Moombadevee Tank Road, is sole y entitled to the Estate and Effects of her said deceased husband. The said Oojumbai is informed that certain persons have given out that she has made her last Will and Testament, but she desires to notify that the report is false and that she has made no Will whatever.—Dated this 19th day of August 1874.

CRAWFORD & BOEVEY,
Attornies for the said Oojumbai, widow of
Sha Futtechand Khooshalchand Javari.

NOTICE.—The Undermentioned BANKS will be CLOSED on THURSDAY, the 27th instant, on account of GOKGANUT HOLIDAY:—

For the Oriental Bank Corporation,
F. W. ROBERTSON, Agent.

For the Chartered Mercantile Bank of I. L. and China,
D. FINLAYSON, Agent.

For the Chartered Bank of India, Australia, and China,
J. SIMPSON, Agent.

For the Comptoir D'Escompte de Paris,
M. LANDON, Manager.

For the National Bank of India, Limited,
W. A. BAKER, Manager.

For the Agra Bank, Limited,
W. BLACKHALL, Manager.

For the Hongkong and Shanghai Banking Corporation,
G. E. NOBLE, Agent.

Bombay, 19th August 1874.

MAPS OF INDIA.

FOR SALE, at the "*Bombay Gazette*" Office, a number of MAPS of INDIA similar to those which are incorporated in the *Indian Travellers' Guide.*

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Overcoats, and Inverness Capes	from 35 0	Best Linen do.	0 14	Bath Sponges, large	6 0
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White do	36 0	Cotton Socks	11 8	Tooth Brushes	1 0
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Shrunk	1 0	Best Hide Gladstone	35 0	Nail do.	0 14
Silk and Wool	49 0	Cash Bags	1 14	Cloth Brushes	0 10
Under Vests	52 0	Courier Bags	6 12	Hat Brushes	3 8
Do. Pants	14 0	Soiled Linen do	4 12	Hair Brushes and Comb in Leather Case	1 8
	24 0	Money Belts	3 8		10 8
Sleeping Suits, each	For Half Dozen. 6 8 to 17 8	Sovereign Boxes	3 0	Vulcanite or Horn Combs	1 0
Cardigan Jackets	9 8	Light Sun Umbrellas	3 12	Shoe Horns	1 0
Waterproof Coats	10 0	Leather Purses	2 0	Overland Chairs, Best Birch	from 6 0
Travelling Caps	3 8	Hair Brushes	2 0	Hand Mirrors	2 0
		Cork Mattrasses	10 8		
		English Feather Pillows	7 8		
		Wool Down Quilts	18 0		
		Blankets, each	9 8		
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NOTICES.

PURVEYING AND GENERAL AGENCY.—Mr. S. MANOCKJEE is respectfully thanking his numerous CONSTITUENTS, both in Bombay and Outstations, for the patronage and support they have hitherto so kindly extended to him, and solicits the continuance of that support in both the supplying of their daily requirements as well as that of every necessaries, such as Clothiery, Furniture, Crockery, Wines, &c.

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Full directions with each Pot.

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FOR DESTROYING	*FOR DISINFECTING*
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A amphlet giving a full description of the Machine can be had on application at the "Bombay Gazette" Office.

SIX OF THESE USEFUL MACHINES HAVE BEEN ORDERED BY THE GOVERNMENT OF INDIA FOR USE IN CALCUTTA.

THE INDIAN TRAVELLERS' GUIDE FOR AUGUST, 1874.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The monsoon alterations in the G. I. P., B. B. & C. I. Railway Co.'s Passenger Time Tables will be seen in the Guide.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

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COMMERCIAL INTELLIGENCE.

WEDNESDAY EVENING, 19TH AUGUST, 1874.

YESTERDAY'S Liverpool Cotton Market closed quiet, Surats heavy, and although Reuter's spot quotations are unaltered, private messages advise a decided tendency in favour of buyers. The only arrival quotation given is for Fair Coconada, August-September shipment, 5¼d., a decline of 1/16d. from the last time this description was quoted.

This morning's market opened steady, probable sales 12,000 bales, imports 6,000; yesterday's receipts at the American ports being 1,000 against 1,600, and exports to Great Britain 2,000 against 4,000 on the corresponding date last year. In New York Mid Uplands is still quoted at 16¾ cents, and futures are also unchanged. The stocks at the U. S. ports have declined to 131,000 from 142,000 bales on Friday last.

Reuter again reports very little doing in Manchester, prices of Piece Goods showing no change. The shipments from England to India during the first fortnight of this month are very moderate, and both for Calcutta and Bombay show a marked falling off as compared with previous months.

In General Produce there is little alteration reported; Coffee is said to show a better feeling and has recovered 6d. to 1s. per cwt in value. At the London Colonial Wool Sales prices have advanced ½d. to 1d. per lb.

Consols this morning open at 92½; French Rentes at 99½; and Bar Silver at 58d. per oz.

STERLING EXCHANGE opened with a firmer feeling, one Bank offering to draw 6 months' sight at 1s. 10¼d.; but later the appearance of the market changed entirely, the Banks showing more willingness to buy, and we now quote:—Bank Bills on demand 1s. 10 1/16d., 6 months' sight 1s. 10¼d. to 7/16; Credits 3 months' sight 1s. 10¼d.; Documents 1s. 10 7/16d. to ½ per rupee. For remitters the demand rate of 1s. 10 1-16d. shows a loss of about 7¼ per cent. as compared with 8½ per cent. last mail day; but judging from appearances to-day it seems likely to be less advantageous again in the course of the coming week. On Calcutta no transactions are reported, but demand paper may be quoted nominally at par to 1/16 premium. GOVERNMENT PAPER has been extremely weak, and closing quotations may be given at:—Fours Rs. 103½; Fours and a half Rs. 104½; Fives and a half Rs. 109½.

SHARES are much quieter, and a decline must be quoted in nearly all descriptions.

COTTON is quiet but steady. European firms have been buying to some little extent, and we hear of 300 candies Bhownuggur for delivery after the rains having been contracted for at Rs. 185 per candy. Natives are not shipping so freely as they were a short time ago, stocks being now in much smaller compass. Receipts yesterday were 544 bales, making 2,302 bales for the past five days.

FREIGHTS are very dull. By the "Boldon" sailing ship rates are offering at £2 5s. Steamers may be quoted at £2 2s. 6d. to £2 3s. 9d., but shippers decline to engage freely at these rates.

IN PIECE GOODS there has not been much doing to-day, but holders are very firm and decline to sell at anything under the top prices of yesterday.

BANKS.

No. of Shares	Nom. value-psh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	93
12,000	1,000	all	12 pct.	Bank of Bengal	1,420
10,000	500	all	5 p. ct.	Do of Bombay New	807½
10,000	500	250	5 p. ct.	Do 2nd Rss. Issue	523½
5,250	1,000	all	8 p.ct.	Do of Madras	1,180
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	315
47,000	281½	all	12 pct.	Hong. & Shanghai Bank	400 nl.
40,000	200	all	8 p.ct.	Chartered Bk. of I. & C.	175
19,000	250	125	8 p.ct.	National Bank of India	126
1,200	250	al	12 do.	Oriental Bank	515

PRESS COMPANIES.

150	5,000	2,850	100pa.	Akbar Cotton Press Co	1,550
200	2 000	1,100	150 do	Albert Co. Kurrachee	890
100	500	all	30 p.a.	Albert Ginning Co.	800
250	3,000	850	NIL.	Alexandra Press Co.	135
150	12,000	11,000	100pa.	Apollo Press Co.	4,000
200	2,500	all	..	Berar Cotton G. & P. Co.	1,850
200	2,000	all	200pa.	Bombay Press Co.	1,200
200	500	all	50 p.a	Do New	300
250	1,000	1,000	65 p.a.	Broach Cotton Co	450 nl
100	1,500	..	..	Carwar Company	700
500	1,000	all	40	Colaba Press Co.	4,500
250	9,000	all	250pa.	East India Press Co.	2,000
150	5,000	all	300 pa	Fort Press Co.	4,100
200	2,000	2,000	75 pa	Framji Cowasji Press Co.	200
300	500	all	100 pa	French Press Co.	425
250	5,000	1,467	75 pa	Imperial Press Co.	450
300	400	350	60 pa	Mofussil Press & G. Co.	580
600	2,000	5000	...	Nicol Press Manuf. Co. Ld	1,800
120	2,500	750	125 p	Prize of Wales Press	1,500
2 0	1,000	all	..	Samoorai Press Co.	1,400
400	785	785	125 p	Scinde Press Co.	490
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	950
120	1,500	1,250	Rs. 35	Victoria Press, Madras	800
150	1,000	850	107pa.	Vic. Col. Gin & Press Co	860
450	1,000	all	80 pa	Volkart's United Press Co.	1,100

* Per share for the half year.

RAILWAY COMPANIES.

—	£20 21⅝-0	p.c	G. I. P. Railway Consoli. dated Stock	243
—	£20 10⅜-1⅛	do.	Do. New £20 Shares	126
—	£20 (3⅛)-2	do.	Ditto	—
—	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
—	£18 19⅝-5-1	do.	Do. New Shares	21

THE SHIP ANTELOPE, 1,366 tons, Captain A. C

SPINNING AND WEAVING COMPANIES.

620	1,250	all	100	Alexandra Spinning	1,615
510	2,500	all	200	Alliance Spinning	2,975 xd
870	2,000	all	..	Bhownuggur M. & P. Co	2,100
400	1,000	all	70 p.a	Bombay United	1,600
4,000	100	100	25	Broach Mills	200
900	1,000	500	...	Colaba Spinning	1,025
2,500	2,000	all	300 p.	Dhurumsey Spinning	1,775
1,200	1,250	all	..	Fleming S. W. Co.	1,415
1,800	1,000	all	200 p.	Great Eastern	1,495
700	1,000	all	..	Hindustan S. & W. Co.	1,710
750	1,000	all	60 p.	Jeevraj Baliee Mills	1,515
500	1,000	1,000	..	Mandvidi Spinning	1,350
300	1,250	1,000	..	Madras Spinning	1,170
350	1,000	550	..	Madras U. Spinning	1,225
1,800	1,000	all	100 p.	Manockji Petit's	1,480
800	1,000	all	100 p.	Monarjee Spinning	1,670
400	2,500	all	240	Oriental	3,350 xd
600	1,250	250	..	Prine of Wales Spinning	250
800	1,000	1,000	200 p.	Soonderdas Spinning	1,750
800	1,000	250	10 p.	Do. do. 1/4 share	20

* Per share for the half-year.

LAND COMPANIES.

4,000	8,000	all	Rs. 60	Colaba Land Co.	1,385 xd
5,000	150	all	Nil.	Frere Land & Pier Co. Ld.	135
780	2,000	2,000	20 p.a.	Mazagon Land	1,225
6,0 0	1,000	all	15p.a.	Port Canning Land Company, Limited	370

MISCELLANEOUS.

....	2,500	1,500	135pa	Bombay Burmah Trading Corporation	1,600
1,000	50	all	4½p.ct.	Bombay Gas Company	65
500	...	300	15 pa.	Landing and Shipping Co. of Kurrachee Ld.	125
2,150	200	100	8 p.ct.	Malabar Company Ld.	100
4,000	...	all	12 pa.	Mechanics' Build'g Co.	15
....	400	all	45 pa.	Trescher & Co	395
....	218	all	40 pa	Vizgas Patent Slip Co.	50

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 15th August 1874.

Open 423½ Miles.

	Rs. a. p.
Coaching	30,110 0 0
Merchandize	18,195 0 0
Electric Telegraph	338 0 0
Total Rs.	48,633 0 0

Corresponding week in August 1873.

Open 413½ Miles.

Coaching	34,553 0 0
Merchandize	14,080 0 0
Electric Telegraph	960 0 0
	327 0 0
Total Rs.	49,505 0 0
Decrease Rs.	872 0 0

SHIPPING INTELLIGENCE.

THE B. I. S. N. Co.'s s.s. BUSSEER, 538 tons, Captain G. Smith, will sail to-day for Kurrachee in ballast.

THE SHIP FRANK FLINT, 1,401 tons, Captain R. Williams, sailed yesterday for Calcutta, with a cargo of 42,000 Indian maund salt, and a general cargo.

THE SHIP CARNARTHENSHIRE, 812 tons, Captain T. Thomas, arrived in harbour yesterday from London (May 15th) with a cargo of 351 packages paper, 200 pigs lead, 17 cases needles, 16 runlet coal tar, 2,110 bundles iron, 49 packages piece-goods, 52 casks paint, 51 packages stout, 128 kegs nails, 818 plates spelter, 80 packages soda, 21 packages toys, 16 cases wine, 570 cases matches, 1,050 barrels cement, 400 cases brandy, 97 packages chinaware, 36 packages lamps, 75 barrels coal pitch, 1,185 cases gin, 446 casks beer, 115 packages glassware, 4 cases cologne, 3 cases carriage, 7 packages earthenware, 20 cases disinfecting powder, 99 cases brass, 253 cases candles, 6 cases glass, 20 cases acid, 1 cask sherry, 142 cases window glasses, 50 kegs lead shot, 2,743 bundles iron hoops, 400 barrels zinc, and many other packages merchandize. The vessel is consigned to Messrs. Ewart, Latham and Co.

ARRIVAL.

Aug.	Vessel.	Commander.	From.
19	Carnarthenshire	Thomas	London, May 16.

DEPARTURES.

Aug.	Vessel.	Commander.	Destination.
19	Antelope	Chaney	Java.
	Frank Flint	Williams	Calcutta.

The steamer Busheer, Smith, to Kurrachee, obtained her port clearance yesterday.

CALCUTTA.

ARRIVALS.

Aug.			
14	Asia (s)	Gray	Bombay, July 23.
	The Bruce	Wilkinson	London, May 8.
	Baroda	Ray	Liverpool, May 16.
15	Africa (s)	Hausman	Gravesend, June 25.
	Duncairn	Chambers	Liverpool, April 18.
	Electra	Moseley	New York, March 23.

DEPARTURES.

Aug.			
14	Balkamah	.....	.....
	Kate Gregory	.....	.....
15	C. of Manchester (s)	.....	.....
	Dacca (s)	.....	.....

MADRAS.

DEPARTURES.

Aug.			
16	Ella Nicol	.....	London via Cocanada.
17	Mocca (s)	.....	Rangoon.

DAILY IMPORTS.—19TH AUGUST.

FROM LIVERPOOL.

Bellona s, 50 casks fire clay, and 9,600 fire bricks, Heptola Allibhoy and Co.; 33 casks soda water empty bottles, Rogers and Co.

FROM LONDON.

Callirhoe, 25 bales paper, Aldridge, Salmon and Co.

Ithuriel s, 5 packages iron rivets, Tyebjee Adomjee; 2 casks nails, Heptoola Allibhoy and Co.

Hydaspes s, 6 cases table salt, Cawasjee Dadabhoy; 105 casks beer, Nusserwanjee Aspundiarjee; 1 cask port and 3 casks marsala, Aldridge, Salmon and Co.; 25 cases copper sheathing, Kessowjee Pursotum and Co.

FROM GENOA.

India s, 8 cases champagne, P W Robertson.

Persia s, 50 cases brandy, Jamsetjee Nowrojee.

FROM BORDEAUX.

Esperance, 50 cases brandy, Jamsetjee Nowrojee.

Burdigala, 100 cases brandy, Jamsetjee Nowrojee.

DAILY EXPORTS.—19TH AUGUST.

FOR LIVERPOOL.

Boldon, 400 bales cotton, Ralli brothers; 600 bags linseed, Knoop and Co.

Boadicia s, 100 bales cotton, Liladhur Luckumsey and Co.; 200 bales cotton, Finlay, Scott and Co.; 534 bags linseed, Killick, Nixon and Co.; 73 bales cotton, Tower mul Tejbhan; 68 bales hemp and 42 bales wool waste, Madun Khetsey; 132 bales cotton, Buldewdass Damodar; 17 bales cotton, Assoo Loomsha.

Marian Moore, 30 cases hingda, Manuckchund Curumchund.

FOR MARSEILLES.

Hydaspes, s, 3 cases shawls, W. Nicol & Co.

India, s, 500 bags gingelly seed, Hajee Allarakhia, Hajee Esmc.

FOR SUEZ.

Hydaspes, s, 6 cases indigo, Lulloobhoy Moolchund; 4 boxes silver coins, H. Esmail, H. Habib.

FOR HONGKONG.

Travancore, s, 52 bales cotton, Volkart Brothers; 21 bales cotton, Khimchund Situldas; 30 bales cotton, Hajee Essac Ellias; 62 chests opium, E. D. Sassoon; 38 chests opium, Currimbhoy Ebram; 8 chests opium, Tata & Co.

Columbian, s, 134 bales cotton, B. I. S. N. Co.

WEATHER REPORTS.

CANNANORE, 19th August, 4 P.M.—Weather clear, wind north, thermometer 82, rainfall 30 cents.

CARWAR, 19th August, 5 P.M.—Weather fine, wind west, thermometer 82, barometer 29·92, rainfall 7 cents.

MANGALORE, 19th August, 10-20 A.M.—Weather fair, wind east, west, north-west, west, south-west, thermometer maximum 82, minimum 74, wet bulb 79, barometer 29·75, rainfall 1 inch 21 cents.

TUTICORIN, 19th August, 5 P.M., weather cloudy, wind north, thermometer 86, barometer 29·79.

VINGORLA, 19th August, 5 P.M.—Weather clear, wind south west mild, thermometer 87, rainfall 31 cents.

MILITARY INTELLIGENCE.

CAPTAIN O. BOURDILLON, of the Invalid Establishment, Pension Paymaster, Poona Circle, is allowed furlough to Europe for twenty months on medical certificate.

LIEUT.-COL. J. J. O'BRIEN, Bengal Staff Corps, Commanding 22nd (Punjaub) Regiment, N. I., and Colonel F. G. Stainforth, Bengal Staff Corps, are allowed to proceed to Europe, on medical certificate, in anticipation of the furlough which may be granted to them by the Government of their own Presidency.

ARRIVALS—AUGUST 18.

Cavaye, Lieutenant and Adjutant, Madras 107th Regiment, on medical certificate, from Secunderabad.

Turton, Lieutenant and Adjutant, Madras Hyderabad Contingent, on leave, from Aurungabad.

AUGUST 19.

Peile, Lieutenant, 26th Regiment N. I., on leave, from Surat.

DEPARTURE—AUGUST 19.

West, Captain, Madras Staff Corps, to rejoin, to Madras.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Adjutant General's Office, Simla, 10th Aug. 1874.

Col H Rose, BI S C, is, at his own request, transferred from Allahabad to Meerut, for general duty, and will join the latter station on the expiration of his present leave.

With the concurrence of the Rt Hon the Secy of State for India, H R H the Field Marshal Comdr-in-C has sanctioned an exchange of services between Lieut-Colo F Brine, (Imperial) and W E Warrand, (Bengal) Royal Engineers, with effect from the 1st July 1874, inclusive.

The undermentioned candidates are reported to have passed the Lower Standard in Hindoostance on the 3rd Aug 1874:—

Lieut J C Gillespie, R H A; Driver H Chapman, A-F, R H A; Private P Gallagher, 5th Lancers; Lieut J H Sewell, 10th Hussars; Lieut E M Baker, 5-13th R A; Sugn Maj E Hopkins, doing duty R A; Lieut St G J Rathborne, 1-6th Foot; Lieut T G Lumsden, 1-6th Foot; Lieut T Baker, 2-12th Foot; Sub-Lieut A J Watson, Private M O'Brien, 36th Foot; Lieut W B Broughton, 54th Foot; Lieut I W T G Smythe, 55th Foot; Private J Power, —— Foot; and Sergt E Wadsworth, Commy Dept.

The undermentioned medical subordinate was dismissed the service by sentence of court martial on the 27th July 1874:—

Hospital Apprentice Henry Kirby, attached to 109th Foot.

The following orders are confirmed:—

Oude Div sion Order, dated the 10th March 1874, directing Surgn Major E Wilkes to relieve Surgn R J Jazdowski, M B, of the medical charge of Fort Muchee Bhawun.

20th N I—Regimental order, dated the 27th July 1874, appointing Capt G M D Hill, offg Wing Officer, to officiate as 2nd in Comd, in addition to his other duties, vice Maj J Bartleman, proceeded on furlough.

The undermentioned officers have leave of absence:—

11th Hussars—Lieut Col A L Annesley, to remain in Cashmere, from the 16th to the 31st Oct, in extension, on private affairs.

66th Foot—Lieut R J Tollemache, to remain in England, from the 9th Aug 1874 to the 8th Feby 1875, on private affairs, in extension.

Staff Corps—Col C Holroyd, (doing duty at Banskepore,) to Assam, on private affairs, for six months, from the date he may leave his station.

Col F G Stainforth, (2nd in Comd 17th N I,) to Bombay, from the 8th Aug to the 8th Sept, to appear before a medical board.

Col J B Thelwall, C B, (Comdt 21st N I) to Dehra Dhoon, from the 2nd Aug to the 15th Oct, on private affairs, in extension of privilege leave.

Capt F F W Freeman, (3rd Squadn Officer 4th Bengal Cavalry,) to Mussoorie, from the 14th July to the 31st Aug on medical certificate.

Genl List, Cavalry—Capt G W Willock, (attached to the 3rd Bengal Cavalry,) to the port of embarkation, for one month from date of availing himself of it, preparatory to furlough to Europe, on urgent private affairs.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail. closes.	After packet
United Kingdom	Aug. 21	3-30 P.M.	5 P.M.
Kurrachee	,, 22	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	,, 26	11 A.M.	12 A.M.
Australian	,, 22	3-30 P.M.	No after packet
China	,, 24	3-30 P.M.	5 P.M.
Mauritius and Reunion	,, 28	3-30 P.M.	5 P.M.
Zanzibar, &c.	,, 28	3-30 P.M.	5 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company cave Bombay every Friday during the monsoon.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration will be received between 1 and 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 P.M. to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is as follows:—

	Present Rates per ½ oz.		Revised Rate per ½ oz.	
	Annas	Pice.	Annas	Pice.
Austria, Luxemburg German States, Austrian Post Offices in Turkey	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9	4	9	0

The Overland Mail Steamers will leave Bombay as under:—

5½ P.M. 7 P.M.

Friday	Aug. 21	Monday	Oct. 26
,,	,, 28	,,	Nov. 2
,,	Sept. 4	,,	,, 9
,,	,, 11	,,	,, 16
,,	,, 18	,,	,, 23
,,	,, 25	,,	,, 30
	7 P.M.		Dec. 7
Monday	Oct. 5	,,	,, 14
,,	,, 12	,,	,, 21
,,	,, 19	,,	,, 28

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded via Brindisi, to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pice; not exceeding 2 ounces—annas 2, 8 pice; not exceeding 4 ounces—annas 4, 8 pice; every additional 4 ounces—annas 4 8 pice.

The full prepayment of Correspondence forwarded via Brindisi optional, and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route, and conformisations conditions, be forwarded via Southampton.

CHINA MAILS.

China and Australian Mail Steamers will leave Bombay as follow:—

	4 P.M.		4 P.M.
Monday	Aug. 24	Tuesday	Nov. 17
,,	Sept. 7	,,	Dec. 1
,,	,, 21	,,	,, 15
Tuesday	Oct. 6	,,	,, 29
,,	,, 20	,,	Jan. 12
,,	Nov. 3	,,	,, 26

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. PHILLIPS & Co.'s, POONA, price, 4 annas. Also, on Saturdays the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Military published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

PARTRIDGE—SHEA—August 17th, at St. Andrew's Church, by the Rev. Duncan Macpherson, M.A., Josh Partridge, to Jane Annie, only daughter of the late Adam Shea.

OTHER PRESIDENCIES.

BIRTHS.

BLAKE—August 12th, at Monuff-ropore, the wife of G. D. Blake, Esq., of a son.

COMRIE—August 16th, at Howrah, Calcutta, the wife of Mr. W. Comrie, of a daughter.

DEVERELL—August 13th, at No. 18, Theatre Road, Calcutta, the wife of F. R. Deverell, Esq., of a daughter.

PETROCOCHINO—August 14th, at N. 6, Elysium Row, Calcutta, the wife of S. C. Petrocochino, Esq., of a son.

PARET—August 15th, at Bangalore, the wife of Sidney Parry, Esq., Captain, Royal Artillery, of a son.

The Bombay Gazette.

THURSDAY, AUGUST 20, 1874.

THE official correspondence which we publish this morning supplies a complete justification of the articles which have from time to time appeared in these columns on the subject of the Railway Carting Agency; and we may fairly congratulate the mercantile community of Bombay on the results of an agitation which the Traffic Manager of the Baroda Railway seems to have declared himself quite unable to understand. Although Mr. Currey, the Baroda Company's Agent, agrees generally with his Traffic Manager in the opinion that the existing arrangement for the delivery of goods in Bombay is sound in principle and works well in practice, he nevertheless consents to increase the drawback on all goods which merchants take delivery of themselves from 4 annas 6 pies to 6 annas 9 pies per ton. This concession of 50 per cent., made with a stroke of the pen, shows that the old rate of drawback must have been a fancy one; and, as the contractor's all-round charge for delivery is 12 annas a ton, there is still, obviously, a considerable margin within which further reductions may be made without trenching on the limit that ought to be allowed to secure the contractor against loss. We doubt, with Mr. Currey, if a respectable contractor could be found willing to undertake the responsibility of removing goods from the chief stations of the railway, if it were quite uncertain what proportion of the traffic would be taken delivery of by the consignees without his intervention: and something may be said for the view adopted by the Railway officials, that it is desirable to put a gentle pressure on consignees to induce them all to employ the same Carting Agent. The only question to be determined is, whether this inducement ought to be supplied by the railways or by the public. A Railway Company, exposed from day to day to the risk of having its stations and yards choked with innumerable parcels, might be excused for saying to consignees,—"We have "ascertained by competition that you cannot "expect to have your goods carted to your "houses from our stations for less than so many "annas a ton, but, if you consult our convenience by employing our contractor, we will "allow you a discount of 10 or 15 per cent." Such an offer, supposing the charge to have been fairly fixed in the first instance, would probably suffice to keep nine-tenths of the traffic in the contractor's hands. But the Baroda Company, in the first place, fixes the Carting Agent's rate by private contract at twelve annas a ton, while the G. I. P. Company only pays the same man nine annas; and then, if the consignees choose to employ their own carts, which they ought not to be able to work so cheaply as the contractor, it has up to this time exacted from them in addition to this expense nearly 70 per cent. of the Carting Agent's charge, and will still exact about 44 per cent. Clearly, it can only be worth the while of a consignee to pay this exorbitant fine in order to buy the privilege of carting his own goods at his own expense, *if the rate of the Carting Agent is preposterously in excess of the ordinary charge for carriage of goods.* We think, therefore, that the amount of the drawback allowed is still quite insufficient, if it be taken for granted that the Company means to deal fairly with both the contractor and the public.

The Government of Bombay very properly attaches no weight to the representations put forward by mercantile friends of the Carting Agent, that the system now in force gives every one the utmost satisfaction. Colonel Kennedy states the case plainly and fairly, when he says that the merchants of Bombay, though not actively opposing the system, are dissatisfied with it, and that its chief recommendation is its convenience for the Railway Companies. There can be no doubt that a Railway Company is saved infinite trouble, vexation, and expense, by having an agent who unloads the trucks as soon as a goods train has entered the station, and carts the packages away to their various destinations on his own responsibility. The Company is not pestered with applications from innumerable consignees; it has no staff of clerks to maintain for the purpose of checking the receipt and delivery of goods; and it is not put to the expense of building store-houses in which goods can be deposited till the consignees choose to take them away. It has, moreover, the advantage of being able to develope traffic along its lines by charging a uniform rate for delivery of goods at the places of residence or warehouses of the consignees. But what we complain of is that the Baroda Railway, at all events, seems to consider itself entitled not only to gain all these advantages for nothing, but to make a profit besides out of the public by means of the Carting Agency. As this Agency reduces very largely the terminal charges of the railway, it might naturally have been expected that the railway would forego a proportion of its terminal fees in order to make up a remunerative rate for carting. The consignee ought, in fact, if he employs the contractor, to have his goods delivered at the simple carting rate of the town, for it is absurd to charge a "terminal" when no special accommodation is required at the terminus. But, as we understand the way in which the business has been managed, the carting rate has been fixed so high as to pay both the contractor's expenses and the terminals, and to leave the Agent and the railway a goodly profit besides. The injustice of such a charge has now been admitted, and we are satisfied that, when the present contract with the Baroda Railway expires, the Government will take care to have the new carting arrangements settled on a fair footing.

We will only add, that, if the Government would but take up, in the same intelligent and candid spirit in which it has dealt with the Carting Agency, the discussion of all questions of public interest agitated by the press, it would leave very little room for the barren and irritating controversies in which so much time and thought is now wasted.

QUITE as respectable and truthful an adage as "History repeats itself" might be "Desires "repeat themselves;" and, if some philosopher immeasurably greater than we can ever pretend to be were but to enunciate the aphorism with a sufficient amount of greybeard gravity, we daresay it would be as popular as a new comedy by Robertson or a novel scenic representation by Boucicault. Now, we take it to be the case that one of the most common desires all the world over is to have the best living for the smallest amount of money. The article which we reprinted from the *Saturday Review* the other day shows that the class which holds this desire is so numerous in the old country that it has created its own special literature. "How to Live on a Hundred a year," "How to Dress on Fifteen Pounds a year," "The Key to Economy," and many other works of a kindred nature, are doubtless pored over anxiously by many a person whose aim in life is to look well before his fellow men for a very small sum, and who, having given up the bother of working out the problem for himself, expects to find it laid out, "cut and dry" as the saying is, before him in a popular handbook. The class is proportionately numerous in India. Indeed, it is astonishing that in a country like this, where there is such a large amount of varnished and veneered gentility, covering the rottenest of timber, and deluding even its victims into a belief in its substantiality, no educated native or needy European has published a book seeking to set forth how a family may keep a carriage-and-pair and visit Government House and give dinner parties on three thousand rupees a year. The sale for such a work would, we fancy, be enormous, as many respectable people would turn to its pages to seek relief from the constant torture which is forced upon them by the disproportion of their income to their desire to cut a dash in the world. If we could only lift the lids off the hearts of a number of the people who make a fine show in our little world, we should probably see a number of troubles and anxieties boiling and seething and bubbling to the top, the existence of which we could scarcely have suspected from outward appearances. There is Mrs. Major Spurs. She alone knows what she suffers in order to make both ends meet. She has children at home who must be maintained at an academy with a name that sounds well in the ears of her friends. Her husband must have his horse, his cigars, and attend his club as other gentlemen do. He himself is fully impressed with the same article of faith, and plays pool, pyramids, and whist with an air which is only equalled by the sang-froid with which he pooh-poohs his losings and pays them. At the moment when he is dashing off that "I O U" which represents the amount of a small bet he has just lost to old Mr. Paisawallah, Mrs. Major Spurs is probably sitting at home wondering and wondering, until her poor head is like to split, how she is to give a dinner-party which she thinks she is bound to give because Colonel Offreckonings' wife gave a grand one last week, how she is to manage to get a nice dress to appear in at the ball at Government House which is about to come off, and above all how she is to pay last month's bazaar and wine bills, the non-payment of which has already compelled her to submit in silence to the somewhat insolent tone which Gopal the butler and Pedro the cook instantly assumed when they found out how miserably she has to haggle over every pice that leaves her keeping. Mrs. Half-pressed Bale's struggles to keep her head up in the world are scarcely less painful than those of Mrs. Spurs. Once upon a time her husband made a deal of money, and this enabled her to set up a carriage-and-pair and liveried servants, and in numerous other ways to become a lady. Times are not so good now. Yet the carriage-and-pair must still be kept running, the servants placed in liveries, and huge dinner parties given—otherwise, what would be thought of her by her friend Mrs. Spurs, whose acquaintance she assiduously cultivates—(the fact is it is Mrs. H. Bale's ambition to get into a "military set," and she thinks Mrs. Spurs, who knows all the big-wigs, you know, can help her)?—and what a triumph that odious Mrs. Spinningmill would have over her!—while as for Mrs. Lexfolio, the solicitor's wife, one of the persons on Malabar Hill whom she considers to be her direst enemy, because she gives dinners at which the Chief Judicial Commissioner occasionally lends his presence, "she would be sure to make some spiteful remark, you know, and that would never do!"—Poor Half-pressed Bale is a melancholy man in consequence. He has vanity as well as, his wife, and, having no courage to live according to his circumstances, still continues to play the grand gentleman, for which reason certain remittances to poor old relations at home have to be stopped, threats from shopkeepers have to be borne quietly, it becomes expedient to take the eldest son away from school in order to learn his father's business while his intelligence is yet in embryo, and, every time Half-pressed Bale drives through the Fort in his shigram and hears the "Hi! hi!" of a friend he is afraid to look out lest he should see pursuing bailiffs, the number of which attached to the Small Causes Court were increased the other day, as he learned from the newspapers with pain and emotion. Mrs. Half-pressed Bale has many friends who have skeletons in their closets as ghastly as any she has, although she is not aware of it. On the contrary, she goes on pinching in this direction, and screwing in that, in order to cut a genteel figure, as if she secretly thought herself the only person in difficulties; while it is a curious fact that others before whom she "cuts a dash" are pinching and screwing also in order that they may appear well before Mrs. H. Bale and several more respectable and genteel people. It is a piece of pride and vanity in which no one likes to give in. Mr. Half-pressed Bale's assistants take their place in it. They start a buggy when they come to Bombay, they buy a riding horse, they have cards right and left on Malabar Hill, and they very speedily draw an imaginary social line, with all the people on the right side of which they try hard to scrape acquaintance, while to all who are behind it they exhibit a superior air which it does a humourist good to behold. They become speedily so affected with the airs of the grand world that when John Smith, who knew them very well when they were humble little boys in a shop or a counting-house in London, passes them with the expectation of being recognised, he encounters that fashionable weapon the "cut direct," while they turn round to a friend whose acquaintance they have succeeded in making by much toadyism, and ask coolly, "Do you know who that fellow is?" The subalterns in Major Spurs' regiment flatter him by imitating him just as the little commercial snobs are infected by Mr. Half-pressed Bale's example. They acknowledge that they "don't know how the devil Spurs manages to live so swell, because he has nothing but his regimental pay," but nevertheless emulate him in his cigars and his billiards and free-and-easy manner. Ah! if they could only see his wife at home sometimes—if they could see Spurs himself when out of his fine uniform, and when threatening letters, the crying wants of his children at home, the misery of his wife, whose health is giving way under the torture of perpetually trying to live far above her income and yet within it, have compelled him to drop his head in his hands, ferocious moustaches and all—they might be saved either from acquiring a heart hardened to all the honour that surrounds even tradesmen's debts, or from suffering many a *mauvais quart d'heure* of anxiety from various causes. When the pace in this wretched race began to tell—when Spurs, Bales, subalterns, snoblings in the mercantile line, snoblings out of it, and people who follow the snoblings, commenced to stagger for breath—then would be the time for the needy European or the educated native to step into the middle of the course and cry out the title of his book, "How to Live on Three Thousand Rupees a year!" Undoubtedly it would have a large sale. It would not give much satisfaction, however, for at the utmost it could only tell people how to get three thousand rupees' worth a year for exactly three thousand rupees; whereas the class who are anxious to benefit by its instruction are those who still cling to the idea that there is some royal road for living by which a person may flourish up and down before the world in very grand style for a merely nominal amount. *Bhem! vanitas vanitatum!* They forget that there may be nobility in economising. They are not of opinion with Louis XI., who said he would rather see his courtiers laugh at his avarice than have his people weep at his extravagance. No—they would rather go on hungering for an empirical cure which they will never get, forgetting that it lies with their own self-denial and moral courage whether they will ever be able to retrench their expenditure and save money and be honest to their neighbours. Another day, when our readers are willing to listen to further moralisings on this subject, we may make bold to utter an opinion or two upon the folly of listening to handbooks such as our imaginary one entitled "How to Live on Three Thousand Rupees a Year," and may even sketch what such a handbook might be in appearance if it were drawn up expressly to catch the favour of a large proportion of the public.

NOTE OF THE DAY.

WE are informed by Mr. D. S. Kemp that no definite reply has yet been received from Calcutta regarding any pension to the widow and daughter of the

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THREATENED RUPTURE BETWEEN CHINA AND JAPAN.

LONDON, 19TH AUGUST.

A rupture between China and Japan is threatened on account of the Formosa expedition. China is making immense war preparations.

The Egyptian Government has reduced the duty on coal to one per cent.

Colonel John Douglas Campbell has been gazetted Major-General, vice Major-General Tremenheere, who retires on a pension.

OBITUARY—Sir William Fairbairn.

PROMOTIONS IN THE ARMY.

The following promotions in the Royal Engineers have been gazetted on the retirement of Major-General Tremenheere.

Lieutenant Colonel Henry Drummond, to be Colonel-Major, H. A. Brownlow, to be Lieutenant Colonel, Major Spottiswoode Trevor, to be Lieutenant Colonel, vice Pollard, Captain W. B. Holmes, to be Major, vice Brownlow, Captain H. F. Blair, to be Major, vice Trevor.

The following promotions have also been gazetted.

In the 72nd foot Lieutenant R. Garnett, to be Captain, vice Murray (supernumerary.)

In the 73rd foot Lieutenant H. Gunter, to be Captain, vice Gordon (supernumerary.)

In the 108th foot, on the retirement of Major Bradford, Captain Gordon, is promoted to a Majority, and Lieutenant Justice, to a Captaincy.

PROMOTIONS TO BREVET RANK.

Lieutenant Colonel Madden, of the 51st foot and Lieutenant Colonel Williams, of the 108th foot have been promoted to Colonelcies.

LONDON, 18TH AUGUST, AFT.

The Liverpool Cotton Market closed dull. Surats heavy.

The London Cotton Market has been quiet.

Fair Dhollers, 5¾d.

In the Manchester Market there has been very little doing.

7 lbs. Shirtings ..... 7s.
8¼ lbs. do ..... 8s. 6d.
40s Mule Twist..... 1s. 0¼d.
3 per cent. Consols, for account 92½
5 per cent. French Rente, 1872 ..... 99¾
Bar Silver 57½
Arrivals—Manilla and Indian Empire.

In the month of July, 104 candies of cotton were shipped from Karrachee to Hongkong, and 1,232 pressed bales of cotton, weighing 482,944 lbs. of the value of Rs. 130,950, were shipped to Bombay.

HIS Excellency the Commander-in-Chief will leave Poona on or about the 2nd proximo, to inspect the military station of Malligaum, and the garrison of the hill fort of Asseerghur, and will return in a week or so after to Poona.

A RAJPOOTANA correspondent of the *Pioneer* says that if there is one thing more apparent than another, it is that the want of a military career is crushing the manhood out of the Rajpoot chiefs and nobles, and driving them to indolence and opium.

A PECULIAR form of fever, we are told, has been prevalent in Madras during the past few weeks, the symptoms of which have been of an exceptional character, attended with marked debility, and in some cases with an eruption; the throat in every case is affected more or less severely, in some instances resembling the symptoms of scarlet fever.

LIEUTENANT-COLONEL J. O. MAYNE, R.E., is appointed to officiate as Chief Engineer and Secretary to the Chief Commissioner of the Central Provinces during the absence on leave of Mr. T. W. Armstrong, and Major R. C. B. Pemberton acts for Lieutenant-Colonel Mayne as Superintending Engineer and Secretary in the Public Works Department at Hyderabad.

SOME little apprehension was felt on Tuesday afternoon by the authorities of the G. I. P. Railway, owing to the receipt of information that the water was again rising in the Sewjee Nullah. The passengers by the down mixed train had to walk over the Diversion and the train was slightly delayed in consequence. Later intelligence was received, however, reporting all safe and that the water was subsiding. Traffic has been resumed as usual.

A CORRESPONDENT says that the Tramway bids fair to prove a commercial success in Madras. On Saturday the cars were crowded to excess, by persons standing as well as sitting, and many could not be accommodated in any way. A slight drawback, however, occurred on Sunday and Monday, the drivers and horse-keepers struck *en masse* and decline to resume work without an increase of wages. They signalised their strike by getting drunk at the outset, which happy condition they maintained for the two following days.

THE *Englishman's* weekly writer says:—I hear strange accounts of the scene that followed the death of the poor lad, Sarkies, in Wellington Square. The body, it is said, lay on the ground till a late hour of the evening, guarded by a single European Inspector, and surrounded by a native mob, whose jokes and jeers were allowed to add to the grief of the sorrowing father, who was sitting by it, till, the Inspector having turned his back to give them the opportunity, half a dozen Europeans set to and cleared the ground by main force.

A MADRAS paper of Monday last says—"We are informed that Mr. W. P. Williams, who was to have been arrested on Saturday afternoon on a criminal charge in regard to the late defalcations in connexion with the Madras Widows' and Orphans' Fund, presented himself on the same day at the Egmore Police Court and offered himself up to the magistrate, requesting at the same time that he might be admitted to bail. As an application for a warrant had not been made to the bench in time, Lieut Colonel Weldon decided that no step could then be taken in the matter."

IT is reported says the *Indian Daily News*, that Mr. Clarke, the late Engineer to the Calcutta Municipality, has been offered by the Secretary of State for India, and refused, the post of Sanitary Engineer for all India, having, in preference, undertaken the plans for a large railway work under the Norwegian Government, which will take some time to complete, after which Mr. Clarke is under acceptance of an appointment under the Russian Government, of a permanent character as Chief Sanitary Engineer, and is to commence his work by carrying out the drainage of St. Petersburgh.

MR. A. G. THEOBALD, the head Forester in the Anamalais hills, near Coimbatore, bagged a nearly full grown tigress early on the morning of the 1st instant, and a tiger on the morning of the 10th August. Both animals were noted cattle lifters about a place called Teckadu. In each case Mr. Theobald was informed soon after the brute had killed its prey, and as will be seen was successful in bowling the beasts over in both instances. A contemporary hopes that the authorities will fitly recognise his services in the tiger slaying line so soon after his appointment to the Anamalais, as it is impossible the tiger slayer to Government can be ubiquitous in his operations.

THE *Englishman* tells us that the French Opera Company were greeted by a full house on the occasion of their opening performance, on Saturday evening. The principal parts were filled by Monsieur and Madame Berger de Place who acquitted themselves with their usual success. Of the new comers, we are told that Mademoiselle Colignon showed herself to be a graceful danseuse, that Monsieur Nordet has a pleasing, but weak voice, and that Monsieur Hirleman is evidently a skilful pianist. The roles filled by the other performers, our contemporary remarks, furnished too little scope for the display of histrionic ability to admit of an opinion being offered of their powers at present.

THE *South of India Observer* reports the strange disappearance of a money-letter at the Ooty Post Office. The facts are as follows:—On the morning of Friday, the 24th ultimo, a little before the closing of the mail for Madras at the Ootacamund Post Office, one Mootoosawmy Moodelly, well-known as the proprietor of the Rob Roy Refreshment Room, presented a letter for registration. It was addressed to Davanayagum Moodelliar at Madras, and purported to contain four currency notes for rupees 100 each. Mootoosawmy duly posted the letter and obtained his receipt. The letter was received from the sender directly by Mr. Kelly, the Postmaster, and by him handed over to the head clerk, named Daniel, for entry in the register. The latter is said then to have passed it to an office peon named Nânjah for the purpose of defacing the stamps. Here all further clue is lost, and the after-history of the letter is veiled in conjecture.

SOME months ago a petition was presented by the attorneys practising in Madras to His Lordship the Chief Justice and the other Judges of the High Court, praying that, for reasons fully set forth by them in their memorial, their Lordships would be pleased to consider whether the system, adopted at Madras alone of the three presidencies, of allowing the vakils to practise on both the Original and Appellate sides of the High Court and of debarring the attorneys from the right to practice on the Appellate side as vakils is in accordance with the true reading of the charter and the intentions of the Secretary of State for India as indicated in para. 11 of his explanatory letter in connection therewith addressed to the Governor-General of India in Council, and whether, with reference to the undue advantages enjoyed by vakils, their right to practice in the High Court should not be restricted to the Appellate Side and lastly, whether their Lordships would not concede to the attorneys of the High Court the right to practice on the Appellate Side of the Court as vakils in the same way as attorneys of the late Supreme Court were permitted to practice. In reply the petitioners have been informed that their Lordships are not prepared to withdraw from the vakils the right to practice on the original side of the High Court, but a Rule of Court has been promulgated to the effect that attorneys of the High Court may appear, plead, and act for suitors of the Court in all matters of appellate jurisdiction, civil or criminal, except in appeals from cases of original civil jurisdiction.

A SMALL herd of elephants was cleverly taken in a kraal in Ceylon the other day, but before any attempt could be made to tame the animals, it was necessary to separate the solitary tusker of the herd, who was inclined to be troublesome. To do this was no easy task, and before a definite plan was decided on the noble beast wrought the deliverance of the whole herd. A writer thus tells the story:—"The tusker, being a brute of prodigious strength, and possessing the sagacity of a man, snapped all the hide ropes with which himself and the other elephants were noosed. This operation was repeated oftentimes. As he became otherwise ferocious and unmanageable, the watchers on one side of the kraal were withdrawn and he was forced to move towards that side by the shouts of the people. The whole herd then made a tremendous rush at the fence, which at once gave way and the brutes made their escape, thereby regaining liberty after two days' imprisonment. The baby was, however, caught, and he is now the property of the Kapurala, one of the shareholders of the kraal. An attempt was made to drive in the herd that escaped before the capture of the herd that was caught, but it failed. While a short-tailed she-elephant was charging a man, a gun was fired at her, and she has since been found dead. It appears there were two tuskers, of whom the one that was caught was the smaller one. We saw the larger one at the distance of a quarter of a mile; as we were on an eminence we had a clear view of the beast, who had a long, splendid, and heavy pair of tusks. After all the fuss the kraal has been a failure."

THE Right Hon'ble the Commander-in-Chief in India has just issued the following General Order:—The Army of India will share with the Right Hon'ble the Commander-in-Chief the deep regret with which he has received the intelligence of the death in England of Major-General Sir Henry Tombs, K.C.B., V.C., of the Royal (late Bengal) Artillery. The career of this distinguished officer is identified with the history of this country for the last thirty years; the decorations which he wore on his breast for Gwalior, the Sutlej campaign, the campaign of the Punjab, the siege of Delhi and re-capture of Lucknow, and for the re-capture of Dewangiri in Bhootan under his independent command, bore testimony to the conspicuous part he took in nearly all the more important military events that have taken place during that period. Appointed to the command of a division of the army in 1871, Sir Henry Tombs displayed all those attributes of a General of which his early career had given promise, and fully justified his selection for the high trust which had been confided to him. Firm in the maintenance of discipline, courteous in his demeanour, strict and impartial in the exercise of his command, he acquired in a remarkable degree the respect, confidence, and affection of all with whom he was associated. His premature death, which Lord Napier of Magdala so greatly deplores, has deprived the Government and the country of an accomplished and devoted servant, the Commander-in-Chief of a valued friend and trusted Lieutenant, and the army of a gallant comrade and one of its most brilliant ornaments.

IN the 35th annual report of the Calcutta Sailors' Home we find the following practical remarks:—"The bar continues to be a source of profit to the Home, which adds to the committee's power to make improvements and alterations needed to increase the comfort and convenience of the inmates. Some there are who object altogether to such an institution having a bar attached to it, as they have a great aversion to 'strong drink' being taken by any one. So long, however, as men *will* take strong drink, some in moderation, some to excess, the committee feel that in supplying good, unadulterated liquors to those frequenting the Home they are keeping them away from the low dens of iniquity which abound in Calcutta, where the seamen would not only be supplied with vile poisonous compounds which speedily rob them of their senses, but fall a prey to the harpies of various kinds who infest such places. Besides this reason the committee feel justified, by their experience of the past three years, in giving their opinion that drunkenness is *not* encouraged or fostered by the presence of the bar, but the contrary. For the six years previous to the establishment of the bar on its present footing the average death-rate of inmates was 15 per annum; in 1870 when the bar was placed (late in the year) on its present footing, the number decreased to 10, whilst the three succeeding years give only two deaths in each year. This is a fact which speaks volumes as to the *necessity* of having a well-regulated bar attached to such an institution, instead of its inmates being driven to the low dens of the bazaar; as there can be little doubt that the deaths of many of the 90 men who died during the abovenamed six years arose from poisonous drink, although the general health of Calcutta has, it is generally supposed, much improved during the last three years."

THE undermentioned specifications of inventions have been filed, in the office of the Secretary to the Government of India, in the Home Department:—Mr. Henry Vachier, Executive Engineer of the Rajpootana State Railway, residing at Agra, in the North-Western Provinces, for making punkahs self-acting by electro-magnetic power. Messrs. Samuel Barclay Martin and John McGough Beath, of the City and County of San Francisco, State of California, one of the United States of America, Engineers, for improvement in machinery for making ice, cooling liquids, refrigerating rooms, and for other like purposes. Mr. Peter Brotherhood, of No. 15, Elgin Road, Notting Hill, in the County of Middlesex, England, for improvements in engines worked by fluid pressure, such engines being also applicable as pumps for lifting or forcing fluids. Mr. Paul Philippe Francois Miches, of Wassind Factory, Tanna District, in the Bombay Presidency, India, for improvements in the production of tannin and cainocarpine. Mr. John Cameron Graham, of Shalford, in the County of Surrey, England, for improvements in obtaining fibre from rhea or such like plants, and in machinery to be used for that purpose. Mr. Josiah Latimer Clark and Mr. John Standfield, both of 5, Westminster Chambers, Victoria Street, Westminster, for improvements in hydraulic apparatus, applicable for raising and lowering bridges, canal, life, guns, and other heavy weights. Mr. George Alonzo Everett, of the City, County, and State of New York, in the United States of America, but at present of No. 23, Southampton Buildings, in the County of Middlesex, England, for improvements in pressure in gauges. Dr. J. B. S. Brown, 39th Regiment Native Infantry, Resident at Barrackpore, for imparting heat to water with economy of fuel (wood in chips). Messrs. John Laird, the younger, and William Rutherford, both of the Town and County of Forfar, North Britain, for improvements in weaving bags, sacks, and other tubular fabrics, and in the means employed therefor.

THE ATTEMPTED MURDER AT LOHAR CHAWL.

BALCRISHNA BHAWOO, a clerk in the office of Mr. Mirza Hoosein, solicitor, was yesterday placed before Mr. Nana Morojee at the Fort Police Court on a charge of having, on the 27th June last, voluntarily caused grievous hurt to his wife Dwarkabai. The woman, it will be remembered, was struck heavily on the head with an empty soda-water bottle, stabbed in the abdomen with a penknife, and otherwise frightfully mutilated. Dwarkabai has now thoroughly recovered, and was able to attend yesterday at the Police Court. She appeared to be a girl of scarcely more than sixteen years of age, and her face showed no visible traces of the recent brutal attack, with the exception of a trifling scar on the forehead. Mr. Hearn prosecuted, and the prisoner was defended by Mr. Pherozeshaw Mehta. Dwarkabai, notwithstanding, displayed a decided unwillingness to assist the prosecution, and every question put to her by the Court or Mr. Hearn was replied to invariably with the answer,—"I do not remember." Mr. Hearn stated to his Worship that he had no power to make her speak, as it was impossible to get her to remember. The examination was, however, continued.

Mr. Hearn—Has your husband ever assaulted you?

Mr. Mehta—I consider this to be a very leading question.

The Magistrate—I do not consider it to be so, as she has the option of saying yes or no.

Mr. Hearn (to the witness)—Well, tell me this, have you, in point of fact, lost any of your teeth?

Witness—I have lost some of my teeth, but I do not know how.

Gopinath Bhow was the next witness called and his examination continued at considerable length. His evidence was delivered in a hesitating and confused manner.

The evidence of the third witness, Ramchunder, a clerk by profession, and the son of the owner of the house where the assault was committed, was to the effect that he had gone into the apartments occupied by the prisoner and his wife, in consequence of a noise he had heard proceeding from that quarter of the house, on the morning of the 27th June last. Here he found the prisoner standing beside his wife, who was lying in a pool of blood. He remembered observing a wound on the forehead as well as seeing a tooth lying in the quantity of blood on Dwarkabai's bed, which he had then handed over to Inspector Raymond.

Inspector Raymond next stated that in consequence of information which he received at 7 o'clock on the morning of the said 27th June, he proceeded to a house at Lohar Chawl, where he saw the prisoner in charge of police constable No. 283. On entering the room with the prisoner, he observed Dwarkabai prostrated on the bed, covered all over with blood, and her left eye considerably swollen. Witness questioned Dwarkabai as to how she came to be in that state, but received no reply, as she appeared to be perfectly unconscious. Witness then referred to the prisoner, who made a statement, which eventually led to the discovery of the empty soda-water bottle and the penknife.

Mr. Mehta here submitted that the statement could not be accepted as evidence; and in support of his objection, quoted Sections 26 and 27 of the Evidence Act, as embodied in the Bombay Code of Acts and Regulations, Vol. V. of 1872. The learned counsel urged that a confession made by an accused person while in the custody of the police could not possibly be admitted as evidence.

The Magistrate—What Mr. Raymond has now stated is clearly admissible since that actually led to the discovery of the knife and the bottle with which the prisoner struck his wife. On the strength of that provision, as mentioned in the Evidence Act, I shall take down the entire statement which Mr. Raymond has made.

Mr. Raymond next continued his evidence and further stated—I asked the prisoner with what he struck his wife, and he replied that he had struck her with a soda-water bottle, and cut her with an open knife, which he (prisoner) pointed out. The soda-water bottle was lying on Dwarkabai's bed, now in Court and marked A. I asked him where the knife was. He gave me a bunch of keys, and pointing out to one of them, told me to open the cupboard in the room in which the knife was found.

After the conclusion of Inspector Raymond's evidence his Worship postponed the case till Saturday next.

THE CARTING AGENCY.

No. 589 OF 1874.

EXTRACT FROM THE PROCEEDINGS OF GOVERNMENT IN THE RAILWAY DEPARTMENT, DATED 28TH APRIL 1874.

Read the following:—

No. 604 G.—R.

GOVERNMENT OF INDIA PUBLIC WORKS DEPARTMENT.

GUARANTEED RAILWAYS.

To the Secretary to the Government of Bombay, in the Public Works Department (Railway Branch).

FORT WILLIAM, 23rd March 1874.

Sir,—The Government of India have noticed a discussion in the public prints as to the Railway Carting arrangements at Bombay. These arrangements appear to have caused a considerable amount of dissatisfaction, and the matter has, it is believed, attracted the attention of the Government of Bombay.

2. There can hardly be any question that the Railway Companies as general carriers are precluded from allowing either themselves or their Contractors any undue preference in the matter of rates, and the Government of India hope, therefore, that the Government of Bombay may see their way to action that may result in removing the dissatisfaction with the present arrangements at no distant date.

3. In order to assist in this object, I am desired to invite attention to an almost precisely similar case adjudicated in England on the 6th January 1874, by the newly appointed Railway Commission (see Herapath's Journal for 10th January 1874, pages 34-5 "The Railway Commission"), and to state that the Government of India are disposed to think that the Railway Companies might be called upon to separate the collections and delivery charges from the terminal proper, basing the former on the actual contract charges, and to allow a rebate to that extent to parties not availing themselves of the Carting Contractor's services. From the Great Indian Peninsula Railway Company's pamphlet of rates and fares dated 1st August 1873, pages 32 and 33, it is clear that the charge made is a compound rate including collection and delivery as well as terminal proper.—I have, &c.,

E. C. J. WILLIAMS, Lieut.-Colonel, R.E.,
Deputy Secretary.

RESOLUTION.—To be communicated to the Consulting Engineer for Railways, for opinion, after communication with the Agents of the Railway Companies.

J. S. TREVOR, Colonel, R.E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.
The Agent, Great Indian Peninsula Railway Company.
The Agent Bombay, Baroda, and Central India Railway Company.

No. 590 of 1874, Railway Department.

From the Secretary to the Government of Bombay, to the Secretary to the Government of India, Public Works Department.

SIR—In reply to your letter No. 604 G. R., of the 23rd ultimo, I am directed to state that the working of the Carting Agency was very carefully considered when the Great Indian Peninsula carting contract expired. Tenders were invited by public advertisement, and the lowest tender was accepted for the stations at Boree Bunder and Byculla, while on the Port Trust property the work was entrusted to the Port Trust on terms even more favourable to the Railway Company than those obtained at the other stations in the island.

2. There are objections to abolishing the Carting agency in Bombay, and also to adopting the course recommended of allowing to the public the full sum as drawback that it costs the Company to do the carting work, when that work is not done by the Company's agents. The trade in Bombay consists largely of cotton, which comes down just as the rains set in and which is subject to considerable and rapid fluctuations of price. The Railway Company have no warehouse accommodation for the storage of goods, and it is an absolute necessity, under the conditions on which their traffic is conducted, that goods should not be left in their custody after their arrival in Bombay. It has happened before now that cotton has been sent from up-country to Bombay in large quantities when rain was falling heavily at the setting in of the monsoon, and when the market price at home was also falling fast. It has been, it is believed, the policy of some of the dealers in cotton, not to send for their cotton to the railway station under such circumstances, but to put off their application for their consignments in the hope that the Railway Company might be substantiated for damages from wet, &c., and heavy losses have been sustained in consequence by the Company. Since the Carting Agencies were established, these losses have ceased. Goods on arrival are at once handed to the Carting Contractor by the Great Indian Peninsula he takes all goods out of the wagons and finds all labour required in the station yard both for goods delivered by him and those taken away by the owners. On the Bombay, Baroda, and Central India Railway, the Company find the labour required for unloading wagons. Both Companies debit at once to the contractor the full amount of the charges to be collected by them, and the money has to be paid in by him in the course of the day whether actually collected or not.

3. Neither of the two Companies pay anything for the cartage of goods received for despatch from their stations, but the Great Indian Peninsula allow their contractor one anna a ton for loading all the goods to be forwarded into wagons. They in fact find no labour in their station yard of any kind whatsoever, and all their business is done by their contractor, who is responsible for the freight on all goods despatched from the station yards, and for the correct loading of wagons, &c. The rates the two Companies pay to their contractors are—

	Per ton.
Great Indian Peninsula at Boree Bunder and Byculla loading wagons	1 anna.
Unloading from wagons and loading into carts	2 annas.
Carting to warehouse of owners.....	11½ annas

4. On the Port Trust property the Company give 1 anna per ton for loading and unloading, and 9 annas in lieu of delivery. The work is sublet by the Port Trust at 9 annas for pressed cotton and 8½ annas for other goods, grain principally, but it is known that on these figures a large rebate is granted to owners, to induce them to book their goods to Carnac Bunder.

5. The Bombay, Baroda, and Central India Railway give at Colaba 12 annas and do the loading and unloading themselves.

6. The Great India Peninsula contract does not extend beyond the present year, the Bombay, Baroda, and Central India till the end of 1875. Both Companies give a drawback on goods delivered inside of station, the Great Indian Peninsula of 9 annas, and the Bombay, Baroda, and Central India of 4½ annas a ton. Both contracts are let to the same individual, one was given as already stated after public tenders, the other a little earlier by private arrangement.

7. These contracts have, as far as the Companies are concerned, worked very satisfactorily. But the Carting Agencies are not popular amongst the merchants, as they are supposed to add unnecessarily to the cost of the carriage of goods, and though there is no active feeling displayed in regard to them, there is no doubt their abolition is desired by the mercantile community. If a rebate was, however, given to merchants of the full sum allowed to the contractors for carting, they would have no ground for complaints, but the difficulties to adopting this course are first that it would necessitate a division of the town into circles of distribution with different scales of charge instead of one uniform rate for all places within five miles of the station, and second it would draw into the station a crowd of individuals through whom loss would be sustained by the Company from petty thefts and wrong deliveries. Both these are, however, objections that can be met, and it will be considered before the contracts are renewed how they can best be dealt with, and what rebate should be granted to merchants taking delivery at the station yard. But simplicity of rates is found in this country to be an important element in drawing traffic on to the line, and a multiplication of the number of delivery rates in Bombay will lead to perhaps some inconvenience and discontent. On the Baroda line the lowness of the rebate is qualified by a clause that leaves to the Company the power of withholding over to the contractor for delivery such goods as they may consider he should have entrusted to him for that purpose, and they can make special terms with any large trader who may apply to them to be permitted to cart his own goods.

8. Your letter under reply will be forwarded to the Railway Company, and their views on the proposals of the Government of India will, when received, be forwarded with any further observations that may occur to this Government.—I have &c.,

M. K. KENNEDY, Colonel R. E.,
Secretary to Government.

BOMBAY CASTLE, 28th April 1874.

The following official papers have been placed on the Editor's table:—

G. P. RAILWAY COMPANY,
BOMBAY, 29TH JUNE 1874.

No. 6717 of 1874.

The Consulting Engineer for Railways.

SIR,—With reference to your memo. No. 2194 of 12th instant, I am directed to inform you that the Agent is disposed to accept the view taken by the Government of India in para. 3 of their Resolution No. 604, and he hopes to be able to revise the Carting arrangements when the present contract expires.—I have, &c.

W. MICHAEL,
Acting Secretary.

B. B. AND C. I. RAILWAY, AGENT'S DEPARTMENT
BOMBAY, 26th June 1874.

No. 3328 of 1874.

To Col. J. S. Trevor, R.E., Consulting Engineer for Railways, Bombay.

SIR,—With reference to Government Resolution No. 589 of 1874, covering a letter 604 G. R. from the Government of India, relative to the Carting Agency, I have the honour to offer the following observations.

2. I append a copy of a letter, 8241, on the subject from our Traffic Manager, who had some experience in this particular business in England before he came to India, and with whose views I agree generally.

3. Our existing Carting contract, as you are aware, is for two years, from 1st January 1874 until 31st December 1875, for delivery of such goods as may be entrusted to the Carting Agent by the Company in Bombay, Surat, Broach, and Ahmedabad, at an all-round rate of 12 annas per ton for any distance within the limit of Bombay or within 5 miles of the other stations, and in Baroda Rs. 1 per ton.

4. The arrangement is framed on the same principle as those which have existed for years, in the large towns in England, and it has been in operation on this railway since 1865. But during late years payment by the Company for collection of goods has been dropped, and the delivery rates have been much reduced, owing to the fall in prices and competition.

5. Our rates for the great bulk of our traffic to the aforesaid towns include, as in England, delivery. Our undertaking being to carry a consignment of goods, for example, from Ahmedabad to the address of the consignee in Bombay not from Ahmedabad, to some railway station in Bombay only.

6. I have read the decision mentioned by the Government of India as given in a South-Western Railway case in England last January, but the question is a large one, and I am not aware what further action has been taken in consequence by the English Railway Company.

7. We have no stipulation with our Carting Agent as to what the amount of the drawback should be on goods not delivered by him, except that it is laid down in Government Resolution 1528 of 1873 sanctioning the contract with him for two years, that the drawback is not to be less than 4 annas and 6 pies a ton, and we have for some time allowed that amount only.

8. The difficulty about fixing the drawback, with an all-round rate for delivery as under our present agreement, at the same figure or nearly the same figure as is paid to the Carting Agent, is that, as pointed out by the Traffic Manager, the cartage would then be done by the consignees, or by competitors, when it was short and easy, or when cart hire was cheap, and it would be left to the Agent when it was long and difficult, or when cart hire was dear. The high drawback now allowed by the G. I. P. Railway Company on certain descriptions of traffic in Bombay is having, I understand, this result.

9. I think, however, looking at what has passed, and at the opinion expressed by the Government of India, we might increase our drawback to 3 pies per maund or 6 annas and 9 pies per ton, on our cartage payment of 12 annas per ton and I have told our Carting Agent that he must arrange to work with this, which he will endeavour to do. This alteration will be made from the 1st July.

10. If we were commencing the thing *de novo*, and it was desired that the drawback should be equal or nearly equal to the cost of the cartage, a mode in which it might be accomplished would be by having a graduated scale of a cartage according to distance. But the idea of a graduated scale has before been considered, and we are of opinion it would be troublesome in practise to work. I may remark that the time occupied before a cart can get rid of its load, as well as the distance, affects the cost. A general charge, to cover all cartage within a certain distance, is the simple and more convenient arrangement.

11. If we were to abolish the Carting Agency altogether and make our rates exclusive of delivery, I should point out that it does not follow that the rates to the public would be reduced by the amount paid to the Carting Agent. Our rates, as you are aware, are all greatly below the figures which the Company have power to charge, and they are fixed within those limits, in accordance with our view of what the traffic will bear, taking into consideration the circumstances and competition. It is probable that in most cases we should be able to command the same rates as "station to station" rates, as we now do, including delivery, and we should thus retain generally the 12 annas a ton now paid to the Carting Agent.

12. I believe that our Carting Agency has been found, not a detriment but an advantage to the great majority of our customers, while it has been no less convenient to the Company, especially in the treatment of the cotton and traffic in Bombay; and if we are to undertake its delivery to consignees in the large towns, I am satisfied we could not do the work ourselves, all round, at so low a rate as it is now done for us by an efficient contractor.—I have, &c.,

(Signed). C. CURREY, Agent.

B. B. & C. I. RAILWAY, TRAFFIC MANAGER'S OFFICE,
Bombay, 24th June 1874.

No. 8241.

To Charles Currey, Esq., Agent, Bombay.

SIR,—I have perused No. 589 Government Resolution, which accompanied your 2,330.

2. With due reference to the Railway commission, I beg to suggest that it would be difficult for a Railway Carting Agency to exist unless subsidized by the Railway Company, if consignees of goods could at their option remove their goods from the Company's premises, and for so doing receive an allowance equal to that paid by the Company to the Carting Agent. Why this should be so, must, I conclude, be clear to any one who for a moment will consider the matter.

3. We pay our Agent a given sum per ton, and he is bound to deliver at an uniform rate all goods entrusted to him, be the distance five miles or five hundred yards only, and the consignment small or great, light or heavy.

4. If we were to allow consignees the same rate per ton as we pay our Agent, we would have those whose godowns were near our stations carting their own goods, and the Agent would be allowed to deal with the long distance, small consignments, and light traffic, which might cost him a rupee or more per ton whilst we only pay him 12 annas, or he would be called upon to deliver the goods when the charges for cart-hire, which fluctuates as much as anything I know of, were high, and the consignee might cart them when cart hire was low.

5. If we abolish the Carting Agency, and it is probable we shall have to do so if we allow consignees the same amount as we pay our Agent, the bulk of the consignees will be liable to considerable trouble and expense as the owners of carts, who in Bombay are very numerous, may combine and raise their rates, although by doing so they may not earn more than they now do, as there will be periods when many of them will be waiting to be hired; whereas by the present organization a number are engaged by the Agent continuously from morning to night, and the Agent, by being a large employer of labour carts, keeps down the rates by, in some cases threatening and in others actually importing numbers of carts from up-country, several hundred miles away from Bombay. Consignees would incur expense by having to employ men to escort the laden carts, as cartmen have been known to sell the goods entrusted to them and abscond, and such as have their godowns one, two, or three miles from our premises might have to pay for a small consignment four or five times the amount for which our Agent is bound to do the work.

6. Consignees now know that the same day goods arrive they may expect them to be delivered, and are therefore saved all trouble and enquiries after them.

7. If we dispense with the Agent we must be prepared to incur considerable expense and risk of loss, or increase our terminal charges for the following amongst other reasons.

8. The Agent provides manager, cashier, and office establishment to see that the numerous cartmen he daily employs deliver the goods to the rightful owners' godowns, unloading foremen and hamals to receive the goods from our wagons, and loading foremen and hamals to place them in his carts, all of which the Company would have to provide, together with a staff to deliver advice notes of the arrival of goods, if there was no Agent.

9. Our risk now, in the large towns where we have for eight years had a Carting Agency, once the goods arrive in our yard, may be said to be *nil*, as the Agent is responsible for the care of and safe delivery of the goods, and the payment of the charges for carriage as soon as they are unloaded from our trucks; whereas if we take over this responsibility, we shall be liable to more claims for loss of goods and for goods delivered to wrong owners, be our establishment ever so efficient, and conducted regardless of expense. I need not say why we should be more liable to this than we would be in England, as it will be sufficient to say that our staff is of a different description, and the mode of conducting business also differs, middlemen being largely employed here who can profit by corrupting our servants and creating confusion in our working arrangements, in order that they may the better mulct us in fictitious claims as they did before we adopted the present improved system of conducting our business by handing goods over at once to our Carting Agent for delivery and making him responsible for the same, and may do again if we revert to the old state of things.

10. Our Carting Agent has claims to meet, or mistakes made by the cartmen to rectify, which he is better able to treat than we are, and which if they devolved upon us to settle, might be troublesome, as being a Railway Company we would be considered fair game, and would not be spared, whereas native against native the case is different.

11. I would observe that we may have to spend capital in providing increased yard and warehouse accommodation, if goods are liable to remain for days or even hours upon our hands instead of being carted away as they arrive as at present.

12. I cannot understand the agitation there has been in connection with the G. I. P. and our Carting Agency, both of which are now performed by one person who has been our carting contractor since 1865.

13. Whoever is to be our next carting contractor I ought to point out that there are reasons against changing the contractor every year or two. The work is not learnt in a moment, and the necessary establishment of efficient clerks, foremen, inspectors, &c., cannot be got together at short notice.

14. If liable to be frequently changed, it is only reasonable to assume that the efficiency and possibly higher rates will prevail, as few persons will be prepared to purchase the necessary plant, and at the end of one or two years be liable to have to dispose of it at a sacrifice, unless they allow themselves a fair margin to meet such a contingency.

15. Claims for compensation for wrong deliveries of goods are liable to crop up twelve months or more afterwards, and there might be difficulties in settling them after the contractor had severed his connection with us.

16. A man to be a successful Railway Carting Agent ought to be a person who has acquired an influence in the trade and who is likely to strengthen his influence the longer he occupies the Agency. This view of the matter is particularly applicable to the B. B. and C. I. Railway with its sea competition.

17. In England it is rare for the great Railway Companies to change their Carting Agents, except it be to do the work themselves.—I have, &c.,

(Sd.) J. R. DUXBURY, Traffic Manager.

No. 952 OF 1874.

RAILWAY DEPARTMENT.

From the Secretary to the Government of Bombay, to the Secretary to the Government of India.

SIR,—In continuation of my No. 590, of the 28th April last, I am directed to forward herewith replies which have been received from the Agents of the Great Indian Peninsula, and Bombay, Baroda, and Central India Railways, together with a communication from the Traffic Manager of the Baroda Railway Company.

2. There is little in these communications which has not been already dealt within my previous letter. The Agent, Great Indian Peninsula Railway, is disposed to accept the view of the Supreme Government; and the Agent, Bombay, Baroda, and Central India Railway, so far falls in with their expressed opinion on the subject, as to increase the drawback on all goods from 4 as. 6 pies to 6 as. 9 pies per ton. The latter officer, however, points out a consideration, in which there is undoubtedly much force, that even were he disposed to abolish the contract, it does not follow that the public would get the benefit of whatever profit the Company now make by the arrangement. As high a tariff is fixed as the goods will bear without diminshing traffic, and if the existing rate, including carting and delivery, is not found to affect traffic, there can be no doubt that the Railway Companies could legitimately recoup themselves whatever profit they now get out of the carting contract by very slightly increasing the through rates when it is abolished.

3. The separation of the railway charge, and the carting charge, and the grant of a rebate equal to the total carting charge may perhaps tend slightly to improve traffic over short distances, where the terminal charge bears such a high proportion to the railway charge; but, on the other hand there can be little doubt that the Company would, under these circumstances, find it impossible to obtain a contractor who would undertake the heavy responsibility that the carting contractor now does, that their work at important terminal stations would not be conducted with the same efficiency and economy, and that in all probability the public at large, though paying the same amount for conveyance of goods as before would not receive them with the same despatch.—I have, &c.,

M. K. KENNEDY, Colonel, R. E.,
Secretary to Government.

Bombay Castle, 9th July 1874.

INDIAN NEWS.

SERIOUS POST OFFICE THEFT.—The police have been all engrossed for the past fortnight with a serious case of theft of a registered letter, committed under extraordinary circumstances. The facts, as elicited up to date, are the following:—On the morning of Friday the 24th ultimo, a little before the closing of the mail for Madras at the Ootacamund Post Office, one Mootoosawmy Moodelly, well-known as the proprietor of the Rob Roy Refreshment Room, presented a letter for registration. It was addressed to Davanayagum Moodelliar at Madras, and purported to contain four currency notes for rupees 100 each. Mootoosawmy duly posted the letter, and obtained his receipt. The latter was received from the sender directly by Mr. Kelly, the Postmaster, and by him handed over to the Head Clerk named Daniel for entry in the registers. The latter is said then to have passed it to an office peon named Nunjah for the purpose of defacing the stamps. Here all further clue is lost, and the after-history of the letter is veiled in conjecture. The peon insists that after defacing the stamps, he left the letter on Daniel's table, and the clerk declares he never saw it again after passing it to the peon. It was a very opportune moment, as it happened, for the letter to start on a tour of mystery, since just then the Post Office would have been crowded by clerks, delivery peons, apprentices, &c.; all helping in the receipt and despatch of the morning mails. When all was ready for closing the Madras mail, Daniel called to the peon for the letter, and the latter replied that he had disposed of it as above stated. Some time was taken up in an office search, and the case was then made over to the police. The numbers of the alleged notes were furnished to the Post Office by the sender, and on comparison with the Bank registers, they having been obtained from there only the day before their disappearance, they were found to tally.

Intimation was sent in due course to the Madras Bank and the currency offices, but nothing was heard of them for some days. Last Wednesday, however, a telegram was received in Ootacamund that one of the missing notes had been presented at the Bank in Madras, and the presenter arrested. The same evening Mootoosawmy Moodelly left Ootacamund for Madras to attend a marriage ceremony—so people say. And here the curtain drops on this interesting little Post Office drama.—*South of India Observer.*

MARAVILLA COCOA.—TAYLOR BROTHERS (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, nutritive and Sustaining Power—Easiness of Digestion—and especially high delicious flavour. One trial will establish it as a favourite Beverage for breakfast, fanchon, and a Soothing Refreshment after a late evening. N B. Caution—"Maravilla" is a

THE BOMBAY GAZETTE, THURSDAY, AUGUST 20, 1874.

THE WIMBLEDON MEETING.

THE LOYD-LINDSAY PRIZE.

GLANCING at the entries for Colonel Loyd-Lindsay's horsemen's prize, it was not surprising to find a dozen squads of yeomanry against a single squad of Volunteer cavalry. English yeomen who can bring horses into the field at all attach themselves so readily to a force so intimately associated with their position and reputation, that few of them were left to join a new movement. Competition was to consist of galloping in fours over a course of about three-quarters of a mile, taking two flights of hurdles, and dismounting and firing at the 200 and 400 yards ranges. The ground was marked out with flags on the Wimbledon end of the common, a flat open piece of as good going as any man, accustomed to riding across country need wish to find in the course of a hard run. Visitors to the Camp all made their way down to the ground—the majority to gather in deep ranks around the squads already on the ground, the rest to disperse themselves in unconsciously picturesque groups over all the unreserved portions of the plain. One was reminded of some particularly select military hurdle race meeting in a country district, minus the semblance of anything approaching to the rough element. Bright and clear sunlight threw out the military and volunteer uniforms with the best effect, while a light wind from the south-east must have been as grateful to horses after their smart gallop as to men. According to programme they were to begin at half-past three with the 1st Devon Rifle Volunteers, the corps raised some years ago by Sir Thomas Acland, M. P. Then were to come the yeomen of Devon, Dorset, Hants, Somerset, Bucks, Oxford, Shropshire, Kent, and Warwickshire, and the light cavalry of the Hon. Artillery Company, in sections of four respectively. Colonel Brown, of the Scots Greys was umpire.

The signal was given for the first four horsemen to start. Away from the 600 yards firing point came the First Devons, clad in grey uniforms, cord breeches, butcher boots, and shakoes with waving plumes of red. The latter were speedily proved to be a weak point in their rig. At the first hurdle a brown mare ridden by one of the four, being flurried by the novelty of the situation, stumbled and fell, throwing her rider, who lost some time in recovering his shako, minus the plume, before he could rush forward and remount. Fair firing was made at the 200 yards, and steady execution in the five shots of each man at the 400, especially by the volunteer who had been accidently dismounted, but whose nerves were clearly not shaken by the "spill." The two dismountings and firings and half a mile of the course were finished in ten minutes and a half, leaving a bare minute and a half to take the next flight of hurdles and come within the prescribed twelve minutes. Next came the Dorset Queen's Own Yeomanry, clad in dark-blue artillery-like uniform, faced with white, and mounted on serviceable horses, well up to their work, and not too fresh for a smart gallop on a hot day. The riding of this section was excellent throughout, and the whole course, firing and hurdles included, accomplished very steadily. They fired with short Westley-Richards breech-loading carbines, and used caps. One of the horses of the Hampshire first section having refused his hurdle, a comrade who had got over gallantly turned back and gave a lead, and brought him both up to the firing point in good time. They went on at a racing pace, the Yeomen literally glittering in the profusion of silver braid carried across their dark-blue jackets. Four of the light cavalry of the Hon. Artillery Company, splendidly mounted on superb bays, and armed with the Snider carbine, careered across the plain gallantly enough; but scarcely made so good shooting as the Dorset, or took their hurdles in such regular order as some of the other corps. Nine balls in the first ten shots at 200 yards were made by the North Somerset Yeomanry, who, if not quite so well mounted as the best, proved themselves pretty fair hands with the rifle. Oxford Yeomanry made a dashing gallop at the hurdles, and rode very fast and in good order across the flat. They were mounted on spirited horses, and, with the dash of military scarlet around the forage cap and broad stripe in the trousers, were decidedly a taking squad. The Royal Bucks, perhaps the most military-looking of any four on the ground, took their time very coolly, both in the saddle and on the ground, and made good practice on the targets, including one bullseye and several close shots. Mounted on four hardy, cob-like horses, the Shropshire Yeomanry rode well together, and made very fair practice at the targets, the whole four keeping close on the target at 200 yards, and scoring as well as most of their rivals at the longer range. After them came the South Notts in blue uniforms faced with yellow. Clearing their hurdles pretty well, the Nottinghamshire men rode on in two pairs, the horses being rather unevenly matched, and not quite equal to each other in pace. A second section of the same was succeeded by the yeomen of West Kent, one of whom, being mounted on a sturdy little steed not much given to jumping, was checked at the first hurdle, but scampered on, and was in plucky form for the first firing. Over the whole course, however, the section proved too slow for Old Time, and, being eight seconds over the twelve minutes, were practically disqualified. A second squad of the same followed, but was hopelessly out in the shooting. Last of all in order were those who were first in rank last year, namely, two sections of the Warwickshire, this being the troop to which, after a close run with the Hants Mounted Rifles, the first of the cavalry prizes were awarded. On getting down at the short range every shot was put on the target. Firing in the Hyrlie position, the four made almost equally effective shooting at the longer range, each man taking steady aim and using quite as much time as could be safely taken within the limits. A missfire further increased the risk, but the last man mounted very smartly, and, buckling his rifle, was off with his section in a second, and the whole arrived within the time. The firing by the second four of the Warwicks completed the competition, and when the whole of the mounted corps marched up to headquarters the result was declared thus:—

THE LOYD-LINDSAY PRIZE.

	Min.	Score.
£50—Royal Bucks Yeomanry	10' 0	107
£30—Warwickshire Yeomanry	11'10	106
£20—Devon Mounted Rifles	10'30	102
Dorset Queen's Own Yeomanry	12' 0	98
Hampshire Yeomanry	10'45	71
Hon. Artillery Company's Light Cavalry ...	11'30	55
North Somerset Yeomanry	10' 0	87
Oxford Yeomanry	9' 0	72
Shropshire Yeomanry	10'10	88
South Nottinghamshire Yeomanry	10'50	93
South Nottinghamshire ditto (2nd detachment)	12' 0	88
West Kent Yeomanry	12' 5	67
West Kent ditto (2nd detachment)	10' 0	58
Warwickshire Yeomanry (2nd detachment)	13 45	63

The West Kent and the second squad of the Warwicks were the only two that were over time. The first three this year were the first three last year, when the order was Warwicks, Bucks, and Devon.—*Daily News*, July 18.

A FRENCH VIEW OF THE CHARACTER OF SIR ROBERT PEEL.

(*Daily News.*)

THE *Revue des Deux Mondes*, in its number just published, contains a remarkably interesting article on the personal character and the political career of Sir Robert Peel. The essay is something out of the common, for it is a study made by a Frenchman whose occupations as a diplomatist brought him into close and frequent intercourse at more than one critical period with the great English Minister—the great Member of Parliament, as Mr. Disraeli has described him. In the year 1838, the author of the essay, the Comte de Jarnac, became Second Secretary of the French Embassy at St. James's, and remained in that position for more than two years. In 1840 the Count left England for other missions, but he returned to London in 1842, remaining there as First Secretary of the Embassy and as Charge d'Affaires until after Peel's death. M. de Jarnac was necessarily brought into frequent official communication with Sir Robert Peel, and seems to have been received by the latter into a certain degree of intimacy which Peel's peculiar character, rather shy perhaps than reserved, did not allow him to offer to many persons. The French diplomatist appears to have been particularly captivated by Sir Robert Peel's intellect and character, and he has given to the world a study which might almost be called a panegyric if we did not know for certain how generous, noble, and even sensitive a nature lay hidden under the cold, unbending, and even awkward demeanour with which Peel usually appeared before the public. One peculiarity about M. de Jarnac's study of Peel is that it is above all things that of what we may call an official admirer and sympathiser. One cannot help thinking that the writer honestly believes the destinies of men to be wholly confided to the charge of Ministers in office. The abolition of the Corn Laws, for example, he treats as if it were the work and the inspiration of Sir Robert Peel himself alone. Only once in the passages which deal with the Corn Laws is the name of Mr. Cobden mentioned, and then it is just mentioned incidentally, and instantly let drop. M. de Jarnac himself tells us very frankly how entirely Sir Robert Peel differed from him in 1847 as to the possible influence upon France of the writings of M. Louis Blanc, to which Peel had paid great attention, and which the French diplomatist believed to be of no importance whatever. Naturally such an observer often overrates the relative influence of official statesmen in a system like that of England. He gets the figures a little out of proportion sometimes. Lord Aberdeen even rises to dimensions almost colossal. In speaking of Irish difficulties thirty or forty years ago, O'Connell only comes in for the purpose of enabling the author to show how much more powerful a political figure that of his temporary rival, the late Lord Derby, was then. It would not be easy of course to exaggerate either the political or the personal influence of Peel in his days; but from M. de Jarnac's narrative a foreign reader might almost suppose that the form of Peel overlooked during his years of office the political strife of his country as a tower looks across a plain. In a country with a political system like that of modern England, no official statesman, however great, thus rises a supreme and solitary power out of the press of interests and parties.

This peculiarity, however, does not tend to make M. de Jarnac's essay less interesting to us now. Perhaps the more highly the French diplomatist rated the supremacy of the English statesman, the more faithfully he was drawn to observe him. He has given us a study full of freshness, developing effectively many of the lesser known qualities of Peel's character, and even mentioning some facts which, so far as we are aware, have not been previously made known. There is a very interesting letter, for example, from Sir Robert Peel, written to M. de Jarnac in April of the memorable year 1848, and marked "strictly private," of which M. de Jarnac thinks very justly that the lapse of years allows him now to give a translation to the world. In this letter Peel intimates, in the most delicate manner possible, that he has heard that the King and Queen of the French, just driven into exile, "suffer privations on which" (we re-translate from a translation) "it is extremely painful to think," and, "to relieve his own feelings," he begs the Count will allow him to send to the Count's banker a thousand pounds, which the Count is to find some means "without exciting the least suspicion on the part of the King or the Queen," to dispose of for their advantage. "No human being," writes Peel, "knows, or ever shall know, that I have addressed myself to you." "Never make any allusion henceforward to this subject with me, and you may count upon an absolute silence, on my part, now and for ever. Curiously enough, an offer of the same sum, and under injunctions of equal secrecy, was made to M. de Jarnac by Lord Palmerston. Neither gift was accepted—neither, we presume, was needed; but M. de Jarnac was none the less struck by the sentiment which had inspired them. For the most part, however, the portrait of Sir Robert Peel with which this essay presents us is valuable, less perhaps as adding to our personal knowledge of the statesman than as showing us Peel from the point of view of an admirer unlike most other admirer. When M. de Jarnac first saw Peel he was simply impressed, as most persons would have been, with the coldness and the constraint of his manners. By a mistake, excusable enough in a foreigner, he attributes to Peel Sir George C. Lewis's too-often quoted saying, that "life would be very tolerable only for its amusements;" and he fancies that he then discovered in Peel the precise attributes of a man from whom those words might naturally come. The first day he dined with Peel, Mr. Disraeli was one of the guests and the principal talker. Gradually M. de Jarnac came to know Sir Robert Peel well, and to watch with intimate interest the persons and the conflicts of English politics. He greatly admired the late Lord Derby, but Peel was his hero. He saw clearly Peel's inaptitude for foreign affairs, at least for understanding their diplomatic mechanism. Peel, he says, knew Europe little, still less Continental courts and manners, and spoke no tongue but his own. Most foreigners of whatever nation would have failed to see anything very interesting in a statesman who can thus be described, for the quality that most readily captivates us in any great man of another nation is his knowledge of what we also know. But M. de Jarnac soon brought himself to see in Peel a great English statesman, and to have already noticed the fact that, despite his lack of familiarity with the ways and the languages of Continental Europe, there were questions of interest to France on which the judgment of the Englishman was right, and that of his French admirer was wrong.

M. de Jarnac then, as the sum of his acquaintanceship and conversation, proper enough, sums up the character of Sir Rorert Peel. It will, we think, interest English readers much to see how the career of the great English statesman impressed itself on the mind of a devotedly Monarchical French diplomatist. The picture is, if we may be excused for saying so, exceedingly French in its style. M. de Jarnac makes of Peel a typical statesman of a certain kind—the illustration of a national preserver called up to meet a certain exigency; and he puts him into a niche accordingly. He had, like certain others, "the divine part" of the art of government. Sully restores national concord, unity, and existence after a great civil, religious, and foreign war. Pitt maintains single-handed the cause of national Royalty and ancient faiths against Revolution. These men had the divine part of the art of government. So, accordingly to M. de Jarnac, whose ideas we are tracing out, had Sir Robert Peel. He came to settle for England the problem how to deal with the sufferings of the disinherited classes. The secret of all his policy, of all his thoughts, words, and actions was how to remove every grievance from these classes, and bring them into that intimate union and confidence with all the rest, on which the safety and the power of England depend. This was, in M. de Jarnac's eyes, the mission of Sir Robert Peel. No one can doubt that Peel did much of what was ascribed to him, and tried to do more, but yet we think this mission in theory of his career will surprise most English readers. We are inclined to believe that in most instances Peel set out with no clearer purpose than that of an able and conscientious man to do what was right, and that in following this general impulse he found himself compelled sometimes, by force of arguments and circumstances to which an inferior man would never have yielded, to do the very opposite thing to that which he had proposed as his task in the beginning. The history of the Corn Law struggle alone shows how ideal is the symmetrical and statuesque conception which M. de Jarnac has put together. Sir Robert Peel was a great Minister of a more homely type, we think. With many advantages over Lamartine in the knowledge of his subject, M. de Jarnac has dealt with Peel somewhat as Lamartine has dealt with Pitt. But none the less is the essay on Peel one which Englishmen are likely to read with interest and respect, and even with a sentiment of kindly gratitude which occasionally puts criticism out of countenance.

THE PUBLIC WORSHIP REGULATION BILL.

TO THE EDITOR OF "THE TIMES."

Sir—The crisis in the history of the Church of England, which many have been long expecting with grave anxiety, is probably now come; and the strong expression of opinion in the House of Commons in favour of the purpose of the Public Worship Regulation Bill, whether that Bill does or does not become law this Session, may be potential for great and beneficial consequences. Holding these convictions, I hope I may be allowed, by your favour, an opportunity for inviting attention to some aspects of the question which, as it seems to me, have not been quite duly considered.

The Bill is necessarily applicable to all deviations from rubrical law in the matter of public worship, whether by excess or by defect. It cannot, in the nature of the case, be unilateral, nor ought it to be unilateral. Much fault, however, has been found with it, because, though in itself impartial, it is in fact aimed at one particular class of persons. But is this really any fault in the Bill? Would it not be hypocrisy to pretend that this effort to accelerate and cheapen the action of the law arose from any other cause than the true one? The imminent peril to the Church of England at the present moment comes from one quarter, and from one quarter only. There may be, indeed, and there are, deviations from the Rubrics in other directions, but not deviations in the same spirit, and not likely to lead to serious results. If there is any injustice in the measure, it is that, under its provisions, all irregularities are liable to be dealt with in the same way, whatever be the variety of motives by which they are suggested.

I have seldom been conscious of a deeper sense of injustice than when, as has frequently been the case lately, I have heard all liberties taken with the Rubrics treated as offences equally culpable, when, on expressing regret that certain things were done which tended to bring back Roman opinion among us, I have been met with the retort that something else is done with no such tendency, or with no mischievous tendency at all. You cannot allow me space for details. I will illustrate my meaning by just one contrast, suggested by Mr. Gladstone's recent speech.

It is sometimes the practice, at the Lord's Supper to repeat the words of administration collectively, and not separately to each communicant. I myself deprecate the practice very much, except where it is necessary. There are, indeed, cases (I am at this moment thinking of one well known to me) where the vast number of communicants, with one over-worked clergyman, and the peculiar nature of the congregation, constitute what may justly be called a necessity. Moreover, I have serious doubts whether a legal decision would not pronounce this course permissible. Certainly some Bishops, at their Confirmations, deviate more palpably from the Rubrics than those do who administer the Holy Communion in this way. It is not quite the same mode of singling out an individual to "say, when delivering the Bread to any one," and to "lay the hand upon the head of every one severally, saying." I am not, however, defending or excusing the practice in question. All I urge is that there has been no legal decision against it; that all who adopt it would, so far as I know, give it up in obedience to such a decision, or even in obedience to their Bishop; that the usage has been tacitly sanctioned for a long period; and that it does not symbolize any latent theological meaning, or express any desire to alter the general sentiment of the Church. I am the more anxious to say this, because in the speech to which I have alluded the statement was made that this usage is often supposed to indicate Calvinistic doctrine. It is true that this was spoken of as a suspicion, entertained, not by the speaker, but by others. But the mention of such a suspicion by a statesman of the highest character and widest influence, speaking at a moment of the utmost responsibility, is a very serious matter. It tends to affix a stigma upon those who, I am deeply persuaded, do not in the least degree deserve it.

But now let us contrast this deviation from the ordinary course at the Holy Communion with another deviation, which is much before our attention at this time. I allude to the Eastward position of the priest during the whole service, or during the prayer of consecration. The change to this position has been introduced only during recent years. I say this advisedly, after consulting friends whose experience has been much longer than my own, and whose lives have not been specially connected with any Evangelical or Latitudinarian movements. I am aware that there have been, from time to time, sporadic cases of this attitude at the Communion, but, comparatively, they have been very few. Mr. Beresford Hope says, in his *Hints towards Peace in Ceremonial Matters*, that there is "sufficient evidence" of a "continuous catena" from the Reformation to our own day. I venture, in reply, to express my strong belief that the evidence is not really "sufficient" for the purpose of his argument. Moreover, against this attitude there has been a legal decision of our highest Court, and the maintaining of this attitude is known to be in opposition to the wishes of the Bishops and to cause them serious perplexity, besides disturbing the minds of many worshippers at a most solemn time, and creating distrust and discomfort over all the country. It is not my business to speculate as to whether the decision in the Purchase case is good law or not. But even if it were bad law it ought, as I think Lord Lyttelton observed recently in the House of Lords, to be obeyed till good law can be obtained. And I may be allowed to add that the Bishop of Lincoln in his *Plea for Toleration by Law in certain Ritual Matters*, expresses the opinion that if this question were argued again the judgment might probably be re-affirmed; and for this opinion he gives very good reasons, to which reasons others might easily be added. I will merely adduce one given by the Bishop of St. Andrew's in his *Remarks on the Proposal to Legalize Eastward Position*. It is only within a very few years that this position has been introduced in any of our Cathedrals; and the practice of a Cathedral supplies the surest rule, because "being that not of an individual but of a corporate body, it is least liable to change."

But what are the grounds on which this new ceremonial act in the Holy Communion is so persistently maintained? It cannot be for a trivial reason. There may, indeed, be weak and obstinate men who will adhere, simply for the sake of adhering, to a course they had been hastily led to adopt. But it would be an insult to the clergy to suppose that they would embarrass the Bishops, cause a commotion in the Church, and expose themselves to suspicion, for a motive so unworthy. Evidence is not lacking that, at least with many, there is a deep under-current of theological feeling, of which this outward act is the token. Like the White Flag in France, it represents a great principle, and therefore it cannot be surrendered. The principle in this case is the sacrificial character of the priesthood; and the acceptance of this principle in the Church of England must be won at all hazards.

Now this view, that the Christian priesthood is sacrificial, has no sanction whatever either from the New Testament or the Prayer Book. In this matter we have proposed to us the reintroduction of something that has been definitely and deliberately discarded from the latter, by which process it has been brought into harmony with the former. As for the present argument, indeed, it is our main point to contend that this doctrine is not found in the Book of Common Prayer. But those who, like myself, have strong convictions on the subject, must forget that they have the firm ground of Holy Scripture behind their immediate position. The words used in the New Testament for Jewish priests on the one hand, and the Christian clergy on the other, are sharply, absolutely, and consistently contrasted. Not a trace of any sacrificial office, as regards the Eucharist, can be found in the Acts of the Apostles or the Apostolic letters, or in the instructions of St. Paul to Timothy and Titus. From the time of the death and resurrection and ascension of Christ the sacrificial language of the Bible divides itself into two parts, one part, which is literal, passing with Him into the heavens and remaining with Him there, the other, which is metaphorical, having reference to the Christian people at large, and to their offering to God what they have and what they are. Either the Epistle to the Hebrews must be discarded from the Sacred Volume, or Christ alone, in its pages, must be seen in all circles of the Waterland (a High Churchman in a more sober time than our own), is at once our Sacrifice, our Altar, and our Priest; and the Prayer Book, brought into harmony with this inspired standard in 1552, remained in harmony with it in 1662. At the present date the "good Altar" was everywhere removed, to be replaced "by Table," or "Lord's Table," or "Holy Table;" and at the latter date this significant change was accepted, approved, and stereotyped for us.

The real struggle in which we are engaged is against an effort which would introduce into the Church of England that which was deliberately kept out of it at the last revision. The case with which we have to deal is not like that of Philip Henry or of John Wesley, whose opinions almost every one now admits to have been fairly within the limits of sound Church doctrements. The party with which our contention lies is, as Lord Selborne has said, "revolutionary;" and, though it may not be large, it is well organized, skilful, and audacious. And if this is the true nature of our struggle I see no reason to add, though I fear this may give offence to some good men, whom I would not willingly offend, that our greatest danger just now is from the Moderate High Churchmen, who make common cause with partisans from whom they seriously differ, and who protect in public those whom they condemn in private. Let me use the language with which French history has made us familiar. If the Right Centre of our Church would combine with the Left Centre there would be a broad pathway for the beneficent progress which Mr. Gladstone has so eloquently described in language which will bring many grateful words of the clergy. If, however, the Right Centre is to be identified with the Extreme Right, then I fear we have before us a prospect of convulsions which coming generations will bitterly lament.—Your obedient servant,

The Deanery, Chester. J. S. HOWSON.

THE NAME OF ENGLISHMAN.

(*Daily News.*)

A PROPOSITION has been made, not ap parently by way of joke, to conciliate Ireland by abolishing the name of England, except as the geographical designation of that part of this island which is south of the Tweed, and to substitute for it the plural term of "The Britains." History and common sense, however, have made the objectionable usage of speaking of the greater part as if it were the whole, and they will maintain it. Archæology and ethnology are very interesting studies, and worthy of all respect, but they have no place amidst the realities and the exigencies of actual living politics in the daily government and administration of Imperial States, or in the daily reciprocal relations of countries which nature has linked together, for better or for worse, in inseparable bonds. The sea was never meant to separate Great Britain from Ireland, but rather to unite them more indissolubly than the Adriatic, into which the Doge's ring was flung, united the dominions of the Venetian Republic. The larger and the lesser islands were doomed by a destiny no human hands could avert to share each other's fortunes and live together, in love or in hate, as nations must live that cannot part company or change their orbit. Englishmen may be, or fancy themselves, more or less Normans, or Saxons, or Danes, or ancient Britons by descent; they may amuse themselves in analysing the mingled chemistry of their blood and bone; but except in the bosom of their families, and in the branches of the family tree, or in the curious lore of the College of Heraldry, they are very well content to be Englishman, and nothing more. Our Welsh brethren are somewhat more tenacious of their exclusive national pedigree, and no doubt with better reason; yet, except at an Eisteddodd, a Welshman who has his way to make in the world, and who knows how to make it, is perfectly satisfied to be mistaken for a comparatively mongrel Briton from the other side of the border. There can be no great harm in an Irish gentleman whose name begins with an O' calling himself a descendant of those Irish Kings who were always breaking each other's skulls in the prehistoric ages. But when an Irish Nationalist of the most indisputably remote lineage has traced his ancestors back to a tribe of Celtic emigrants from what is now England or Scotland, or from that province of Western France which before the Revolution was called Bretagne, he has only succeeded in imitating the ancient emblem of eternity, and in gnawing his own tail. Historical and modern Ireland is, as all the world knows, peopled by at least three races, and none of them autochthonous, or of unmixed blood. There are the Celts, whose earliest known or unknown forefathers came over from the island of Britain, or from British Gaul; the Anglo-Irish, descended from successive conquerors, settlers, adventurers or colonists; and the English and Scotch, who are Irish only by long residence, by the possession of estates, by the founding of families, by intermarriages. The Scottish Highlander is at least as pure a Celt as can be found in Ireland; but, proud as he is of his mountains and his clan, he is not at all ashamed, when he comes South, to be an Englishman in all but his accent and his patronymic. As to his kilt, it belongs rather to the Scottish chieftain of the opera than of antiquity. While an Irish Home Ruler talks of the rights of his nationality he is as likely as not to be the descendant of some English settler or colonist, who acquired the lively manners and the delightful pronunciation of his adopted, country, and together with those gifts a certain vague tradition of wrongs and sufferings which his ancestors probably inflicted rather than endured. The poor native Celt, wherever he is to be found in these days in Ireland, is the only genuine descendant of those "hereditary bondsmen" whose dumb miseries were not much pitied by the immigrants from whom the Irish Nationalists of the nineteenth century have sprung. It is but an ill service to a country whose population is derived either from early British emigrations, or from later British settlements, to try and persuade them that the nationality of a province or of a colony is preferable to the nationality of an United Kingdom.

Let Irishmen call themselves Irishmen at home, as the Welsh call themselves Welshmen, and the Scots call themselves Scotchmen, and the English call themselves Englishmen—at home. It is precisely this unity in diversity that makes the force of the great Empire to which they all belong. But when Anglo-Irishmen who lament that no comprehensive designation has been adopted for all the inhabitants of the British Islands seriously propose that these Islands be designated "purely and simply as Britain," or glorified into "The Britains," we are accustomed to ask, what the people of modern England, or the Lowland Scotch, or the "Anglo-Irish" themselves have to do with Britain, or the Britains? No doubt such a designation might include, somewhat loosely, the Scottish Highlanders, the Welsh, and the descendants of the earliest emigrants into Ireland from what is now called "England," or from Gaul. Strictly speaking, when the Scotch talk of North and South Britain, they are constructing out of their fervid, moral consciousness an imaginary country and an imaginary nationality which has had no external existence, at least in England, for a thousand years. So far as Englishmen and Scotchmen are concerned, they would be very happy to merge their distinctive designations in the common one of Briton; for is it not as Britons that they never will be slaves, and as Britannia that they claim her sovereignty of the seas? In the case of Ireland it is idle to dispute the fact that it is to the name of "England" that all the associations which belong to her history, her literature, her language, and even to her race, as regards the majority of her population, cleave and cling. The Irishman, of at least the eastern counties of Ulster, like the Scotchman of the Lowlands, is presumably a Saxon or an "Englishman." Scotch and Irish annals cannot be considered, except in legend and romance, or in the records of antiquarian research, anything more than tributaries which have formed and swelled the main stream of English history. It is a good many centuries since "England" meant the land of any distinct and separate nationality, and we see no reason why "England" should not be accepted as the common designation of the United Kingdom of Great Britain and Ireland for a good many generations to come. After all it is not a bad "travelling name" even for an Irish Nationalist. An Irish Governor-General of India or Canada, an Irish Admiral of the British Fleet or General of the British Army, an Irish Prime Minister in Australia, hails from "England," not from any larger or lesser "Britain" or "Britains."

HANGING.

(*Saturday Review.*)

A BENEVOLENT peer has just been calling attention to a grievance which affects a small and not very select part of the population. He thinks that hanging is a less agreeable process than his necessary for securing the desired end: and proposes to substitute the more civilized method practised in Spain. The fact that very few people are exposed to the inconveniences which formed a subject of one of Lamb's essays is certainly not a sufficient reason for objecting to their removal. We have no love for brutal murderers, who form the only class directly interested in the proposed reform; but we admit that there is suffering enough in the world to make us willing to diminish it wherever we can. We would put the greatest refinement of his misery as rapidly and easily as possible. We cannot affect to say that our nights are rendered sleepless by our indignation at the hardship to which our criminals are exposed; but, given two modes of putting them out of the world, we should prefer that which inflicted least pain. The question, therefore, is a legitimate one though not calculated to absorb a large amount of public attention. Moreover it has recently been a good deal simplified. Under the old system we had to consider not merely the personal interests of the criminal, but the general effect of the performance considered as dramatic spectacle. From that point of view there was perhaps more to be said for hanging than is generally recognized. We do not mean to say that on the whole the exhibition was not of a brutalizing tendency, and fully deserving to be abolished. But, given the publicity, it was perhaps better than the more dignified method of beheading. Charles Lamb, in the essay to which we have referred, complains of the ludicrous view which the ordinary Englishman always took of hanging. Swift and Gay, and even Shakespeare, he says, invariably regard hanging as more or less of a joke. Why this should be it is as hard to say as it is to say why other sufferings of the acutest kind, such as sea-sickness and the toothache, are always considered as ludicrous by the non-sufferers. Lamb partially does not succeed in throwing much light upon the problem. But, whatever its solution, the fact was not without its advantages. It is difficult to regard a man who has been hanged as an interesting martyr, even though we are convinced of his innocence. Poor Mr. Palmer seems to be perhaps an exception; and yet we cannot but feel that Washington showed a certain amount of worldly wisdom, if not of good feeling, in refusing to change the mode of his execution. Somehow or other our associations with the gallows are of an essentially unromantic kind. There is no chance for dipping handkerchiefs in the sufferer's blood; no painter could possibly make an interesting study of the closing scene; and, though here and there a simple-minded ballad may touch upon it successfully, we can scarcely imagine a poetical treatment of the subject in any loftier style. It therefore, one object of punishment be to prevent the sufferer from becoming a romantic hero, we have a decided impression that hanging is better calculated to promote it than any other form of death. It is so unpleasant to think of an innocent man being strung up ignominiously by the neck that the first impulse is to believe all persons who have suffered that fate to be guilty. The conditions, however, are considerably changed by the present system of privacy. As we have not to take into account the effect produced upon the multitude of spectators, we may pay more attention to the feelings of the criminal. A good many people, indeed, still cultivate in imagination by the help of reporters. Perhaps in an ideal state of civilization this vicarious mode of observation would also be abolished. It would be exceedingly impressive if the criminal's disappearance from court were also his final disappearance from the world. Matters might be so arranged that as the judge pronounced the last words of the sentence the convict should sink through a trap-door and nothing more be ever seen or heard of him. At present, for obvious reasons, this is impossible; the popular mind must be satisfied by some guarantee that justice has been done; but we may, perhaps, give a little more play to our merciful instincts by allowing the execution to take place in the most painless way.

Here, however, occurs a considerable difficulty. What is really the most painless mode of death? That is a question for which it is impossible to find conclusive evidence. If, indeed, Spiritualism had anything to say for itself, it ought to be able to provide some kind of answer. The very material ghosts who revisit this world by the help of mediums are often drawn from that class which has a considerable experience of the subject. They are disreputable beings of criminal antecedents who frequently have made their exit to the spirit-world by the route of the gallows. A more tangible result would be obtained than has hitherto been communicated to the world if some of their familiars would call up, say, the last murderers who have been hanged in England and guillotined in France, and get them to compare impressions. Unfortunately, indeed, the ghosts in question are such confirmed liars that very little reliance could in any case be placed upon their testimony. There is, however, some evidence which is good as far as it goes. Various persons have at different times been recovered after reaching the stage of insensibility and their accounts, if trustworthy, tend to show that hanging is so pleasant a process that, but for its final results, it would be worth while to indulge in it occasionally by way of amusement. The recovered persons, it is said, agree that the uneasiness is "quite momentary," that they then have visions of beautiful colours, and speedily become unconscious. Similar accounts are generally given by people who have recovered from drowning; and indeed physiologists tell us that, so far as can be discovered, death is generally a more painless process than we are apt to suppose. If this be the case, our sympathy with the hanged is so far thrown away, and we might relieve the anxiety of expecting sufferers by giving them the most authentic accounts of the operation which they are about to undergo.

It must be admitted, indeed, in any case that the worst part of hanging, or of any other form of execution, is probably that very unpleasant half-hour which must be passed previously to the performance. If our object be to diminish suffering, we must consider, not the actual pang inflicted at the instant, but the preliminary impression upon the imagination. For this purpose there is a considerable body of evidence which would demand attention. The popularity of different forms of suicide is not a proof that the form adopted is really the most painless, but it is a proof that it is the least terrifying to the imagination. The question as to the best mode of performing the operation is often discussed, but unluckily the results are rather ambiguous. Few persons who commit suicide, in fact, are cool enough to set about their end in a business-like manner. A soldier naturally shoots himself because he has the materials always at hand. Women, it is said incline in a general way to hanging, because they have contracted an aversion to firearms, which perhaps with them—though it must be admitted that the logical process is not very sound—even when the dangerous character of an implement should be its chief recommendation. Drowning, again, has recommendations to many people, not on account of its intrinsic merits, but because rivers are always handy, and because, in many cases, a voluntary performance may be easily mistaken for an accident. The choice would appear to depend generally upon the peculiarity of temperament which makes it pleasantest for one person to plunge at once into cold water and for another to slink in by degrees. A man with vigorous nerves likes to take the shock and have done with it. A more excitable person generally shrinks from the shock even more than from the change which it introduces, and dreads nothing which can be brought about by slow degrees. The French school of suicide has distinguished itself by its fondness for the charcoal process; which to Englishmen generally suggests associations, unpleasant even at the moment of death, of stuffiness, headache, and discomfort. The most elaborate plan that we remember is described as having been adopted at Paris. According to some ingenious author of contemporary history, a professor of the art kept a hospitable table, which persons about to commit suicide were in the habit of visiting. They partook of a good dinner, with plenty of wine and excellent cookery, paying the bill, we presume, beforehand, with the understanding that a subtle poison would be mixed in one of the dishes not previously specified. We fear that the entertainer would be under a strong temptation to put it into the soup, by way of saving himself the rest of the performance. But if full reliance could be placed upon the host, we feel that such a mode of death, if not strictly in accordance with Christian morality, would have its recommendation for many temperaments. It is pleasanter to the imagination to allow the blow to strike you without being aware at the instant of its descent than to encounter it knowingly and visibly. And, indeed, if men of science should occupy themselves with the problem, there cannot be much doubt that some kind of poisoning would be the plan adopted in the interests of the sufferer. There is something unpleasant about every mode of death which involves a suspicious-looking apparatus. A cold river in the winter is much more terrifying than a pleasant stream in the midst of summer. The end may be precisely the same, and the actual amount of suffering not less in one case than the other. But the instinct of self-preservation survives in a modified form even with people who have decided to put an end to themselves, and warns them against everything that is painful to the imagination. Ophelia would never have drowned herself if in her time streams had been applied to the purposes common in a civilized land. And on the same principle there can be little doubt that some poisons put an end to life in the quickest and least terrifying manner. An overdose of laudanum sends one out of the world with all possible respect for the decencies, and, if we consulted exclusively the tastes of our criminals, we should probably put an end to them by some composing draught, according to the great precedent of Socrates. We do not, however, pronounce any opinion as to the advisableness of any change in the operation. After all, the chief thing is to have some method which is, so to speak, sanctioned by long association, and which inflicts a definite stigma upon the memory of the sufferer. Death by law ought not to be superfluously painful, but it ought to be distinctly ignominious, and therefore there is a good deal to be said for adherence to the old-fashioned methods which have acquired a certain significance simply by the fact that they have been practised immemorially.

DINNERS DOWN THE RIVER.

(*Saturday Review.*)

If the Continental cities in general are better provided than London with suburban dining places, it is very much owing to the way of living of their inhabitants. Business men on the Continent still stick for the most part by their business establishments; they take their business exceedingly easily, but they are always busied at it less or more; and when they do not actually reside over the shop or the counting-house, at least they have their abode somewhere in the quarter. A few wealthy bankers or merchants may betake themselves to mansions out of town, but their neighbours, for the most part, content themselves with a flying trip into the country at Whitsuntide, to be followed by the autumn holiday at the baths or by the sea. Yet perhaps they take all the more pleasure in the country that it is their habit to live in the town, and hence their fondness for getting into the open suburbs of a summer evening, when the air grows cooler, and the labours of the day are done. So round the *enceinte* of Paris you may see restaurants of one sort or another, wherever there is a bit of grass or a group of trees anywhere beyond the circle of the fortifications. If you go a little late to your favourite resort, when the weather is settled or sultry, there is no getting a table or a seat for money or favour. The proprietors of these places are apparently making their fortunes, from the famous establishments at St. Germain or Versailles to the humbler eatinghouses at the east or on the north, where rabbits are the staple of the modest *menus*. Out-of-door eating of this kind is even more the fashion in Germany, although in Germany, thanks to the primitive hours of all classes, suppers are served in place of dinners. Krolle's in the Thiergarten at Berlin, Dommeyer's famous casino at Imperial Schonbrunn, are sure to be found filled always to overflowing, as are scores of places that make up in popularity what they want in size. In London, on the contrary, nothing of the sort is to be seen, except, perhaps, under cover of the glass at the Norwood Palace. Our treacherous climate is enough to deter the most daring of speculators from entering upon enterprises, the profits of which must depend on the weather. But even if the climate were more trustworthy, there are other reasons why dining places a little way out of town would scarcely pay with us. For people who have anything like easy means care to live in the city. With us, the first thought of a man who has made his start in the world is to live as far as possible from the place where he makes his money, and to throw all his business associations behind him in the hope that to his family for his leasure hours. It would be wantonly inviting insinuations against his credit were a gentleman to inhabit apartments over his office. Then there are fashions in dining out, as in other things, and ours is imperious in its orders. It insists that City men, clerks or respectable tradesmen shall establish their families in villas. The villas may be imposing piles in bastard Gothic like the crenelated edifices that crown the crests of hills near Sydenham. They may stand in their own park-like grounds, with flower gardens, croquet lawns, pineries, vineries, piggeries, and all the rest of it. Or they may be semi-detached and screened from the road by not-chalkened that struggle for a precarious existence. But wherever they are, from Redhill to Watford, or Chislehurst to Richmond, their occupants have an agreeable sense of ownership, and even those who are condemned to drive to their best to make believe they are living in the country. Hardworking men who have returned home by road or rail after a long day in the distant city have no idea of turning out again for holiday-making. It is the last thing they would dream of to slip out of easy shooting-coats and leave the shadow of their own trees and shrubs, to scramble for their food with among a host of others all equally eager, or to sit through a tedious evening wedged up to a table in an uncomfortable chair. They do not much care for music; they have a decided distaste for promiscuous company, and the attractions of even the most splendid fare at ordinary prices would have no chance of obtaining their patronage.

The people who arrange for dinner parties in the neighbourhood of towns belong a different set altogether. They seldom decide to dine out, and the din